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PRIME MINISTER SAILS FOR U.S.

REMARKABLE SCENES AT WATERLOO.

HIS MAJESTY'S MESSAGE OF GOODWILL.

AN ARTICLE OF FAITH.

London, Sept. 28. Mr. Ramsay MacDonald, the Prime Minister, has sailed for the United States aboard the Cunard liner Berengaria. He was given an amazingly enthusiastic send-off.

His Majesty the King last night addressed a message to the Prime Minister as follows:

"On the eve of your journey, I wish you Godspeed. It is a departure that is surrounded with good wishes for it is a contribution to those happy relations between two great peoples, which must be an article of faith among all men of goodwill."

Premier's Reply.

Mr. Ramsay MacDonald replied:

"With my humble duty to Your Majesty, I am deeply grateful for Your Majesty's gracious and kindly thought in sending me good wishes for my journey, which indeed I trust will be a fruitful innovation."

Mr. Ramsay MacDonald also telegraphed to Ottawa thanking Mr. Mackenzie King, the Premier of the Canadian Government, for the arrangement made for his visit to Canada.

Narrowing Atlantic.

There were most remarkable scenes at Waterloo Station, the terminus of the Southern Railway, last night when Mr. Ramsay MacDonald, accompanied by Miss Isabel MacDonald and members of his party, boarded the 8.20 p.m. boat-train for Southampton.

"I am off in the hope of being able to do something to narrow the Atlantic," said the Premier, in the course of a brief interview which he accorded to Pressmen on the platform.

He went on to emphasise once more that he did not expect that his visit to President Hoover in Washington would lead to spectacular developments, as the result of continued negotiations.

Ending the Deadlock.

Mr. MacDonald pointed out that before any real progress in naval disarmament was possible, it would be necessary for London and Washington to devise a means of terminating the deadlock between them which has arisen at the Naval Disarmament Conference at Geneva in 1927.

He said he much wanted to see President Hoover and other leading American public men as so much work, quite apart from the direction of naval disarmament, required to be done in co-operation between Great Britain and the United States.

Mutual Understanding.

If this desire was to become fact, mutual understanding and confidence was essential. He ventured to think that personal acquaintance and friendship was most likely to lead to that mutual understanding and confidence between nations.

Mr. Ramsay MacDonald was accorded a wildly enthusiastic send-off from his supporters at Waterloo and there were also present leading members of other political parties to wish him success.—*Reuter.*

The Royal Observatory reports that an anticyclone is situated in the Pacific to the east of Tokyo. A weaker anticyclone extends from Tokyo to the Yangtze. A depression is crossing South Manchuria on an easterly track, and a typhoon is about 800 miles east of North Formosa, moving north-westwards. The forecast till noon is:—East or variable winds, moderate; fair.

CHINKIANG AFFAIR SETTLEMENT.

ANGLO-CHINESE COMMISSION TO BE APPOINTED.

ANGLO-SOVIET PARLEY

London, Sept. 27. Mr. Arthur Henderson, the Foreign Secretary, and M. Dovgalevsky, Soviet Ambassador to Paris, who has been appointed to discuss the procedure for the resumption of diplomatic relations between the British and Soviet Governments, conversed for approximately two hours at the Foreign Office today.

It was later announced officially that the conversation had resulted in an agreement upon the list of subjects to be settled by negotiation on the resumption of full diplomatic relations, including the exchange of Ambassadors.

Mr. Henderson has also been dealing with important Anglo-Chinese matters, and it is understood that an agreement has practically been reached between the British Government and the National Government of China as regards the procedure for dealing with the claims of British nationals at Chinkiang, arising from incidents in 1927 when the "small residue" of the foreign population was obliged to live on hulks and launches owing to the fact that the British Concession was "entirely occupied by Chinese troops."

One Chinese and one British Commissioner will be appointed to deal with the matter.—*Reuter.*

RIVER STEAMER MISHAP.

"TUNG ON" COLLIDES WITH TRADING JUNK.

ONE MAN DROWNED.

On her way down from Canton last night, the s.s. Tung On collided with a trading junk in the vicinity of Cape Sun. The junk was struck amidships, the impact throwing three Chinese on the junk into the water.

Life-belts were thrown from the Tung On, and the boats were lowered. Two of the three persons struggling in the water were rescued, but the third man was not seen again.

The Tung On returned to Hongkong with the rescued persons and other passengers transferred from the junk, which was in a more or less water-logged condition. The crew, however, remained on the boat to bail the water out.

The passenger who is now believed to have been drowned is a shipping runner, who lived at No. 5, Eastern Street.

The junk was on its way from Hongkong to Mochow with passengers and a general cargo when the collision occurred.

WOMAN KILLED BY MOTOR.

POLICE SEARCH FOR THE DRIVER.

The police are endeavouring to locate an unidentified motor vehicle, which, after running over an old Chinese woman, named Yip Tai, at Peak Tai Street, Kowloon City, drove off without rendering assistance.

The woman was found by the police lying dead from a fractured skull and other injuries, in the street sometime after the accident. The body was removed to the Kowloon Hospital.

GOVERNMENT ACCEPTS TENDERS.

NEW HOUSE FOR SHING MUN VILLAGERS.

The Gazette notifies that the Government has accepted the following tenders:

Messrs. Lee Fat & Co., \$6,870 for construction of large and small type houses for rehabilitation of Shing Mun villagers at Kam Tin.

FENG'S PRESSURE ON NANKING.

PURCHASE PRICE OF NEUTRALITY.

CHAN CHAI-TONG SUSPECTED TO BE ANTI-CHIANG.

IRONSIDE MOVEMENTS.

Shanghai, Sept. 27. It is reported that a great number of Chang Fat-kwei's troops have turned again him.—*Naval Wireless.*

Marshal Feng Yu-hsiang, whose name has been associated with Chang Fat-kwei's revolt, is said to be undecided whether to join with the "Ironsides" and to wage a final struggle with Marshal Chiang Kai-shek for the control of the Central Government, or to sit on the fence.

It is predicted that if either Feng Yu-hsiang or Marshal Yen Hsi-shan will join in the "rebellion," strife will involve the whole of China.

Marshal Feng Yu-hsiang, according to some reports, has not a high respect for the fighting quality of the "Ironsides," and doubts the ability of the young extremist leader, Chang Fat-kwei. It is plain, however, Marshal Feng Yu-hsiang is not on good terms with the National Government, which owes him the huge sum of \$20,000,000, which sum was assigned to him at the recent disbandment conference.

Golden Opportunity.

The disbandment of the Kuomintang has not been carried out and Marshal Feng Yu-hsiang is shrewd enough to see an opportunity in the present situation of getting his \$20,000,000.

Marshal Chiang Kai-shek cannot declare war upon Marshal Feng because there is another powerful leader, Marshal Yen Hsi-shan, who is in more or less the same position. The two are undoubtedly working together.

Kuomintang Mobilization.

General Sun Liang-sing, the Commander of the First Division of the Kuomintang, is already moving his troops from Central Honan to the Honan-Hupeh border, ostensibly on account of the famine in Honan.

Sun Liang-sing says his army will have to fight for existence, and his movement is in connexion with an endeavour to find food for his troops. Observers, however, entertain another view and say that Sun Liang-sing may join with the insurgents.

Canton Tension.

Canton, Sept. 27. Little news can be gathered here regarding the movements of General Chang Fat-kwei and his Ironsides, who are reported to be marching south with Canton as their objective.

Many rumours are abroad, but in all cases confirmation is entirely lacking. There is undoubtedly a slight nervous tension in official circles, but no signs of anything amounting to a panic.

General Chan Chai-tong, Military Governor of Kwangtung, and Commander-in-Chief of the Canton Garrison, is said to look upon General Chang Fat-kwei with a not friendly eye, whereas his Excellency General Chan Ming-shu, Civil Governor of Kwangtung, is well known to be a staunch supporter of President Chan Kai-shek and the Central Government in Nanking.

Rumour further has it that General Chan Chai-tong and General Chan Ming-shu have never been on the best of terms.

Business Normal.

Business continues normal. Central Bank notes have picked up another point and are quoted at 93 cents, whilst in all retail shops they are taken at face value. The run on the Central Bank appears to be over for the present and the large crowd which collected there during the last two days, was not there today.

The Government have issued a notification to the effect that all Government taxes may be paid in Central Bank Notes and this is no doubt largely responsible

CHOPPER ATTACK ON "WIFE"

STARTLING INCIDENT AT WEST POINT.

NEGLECTED CHILDREN

Charged with slashing his wife with a chopper at West Point yesterday, a coolie admitted the act and told Mr. E. W. Hamilton to-day that his wife was addicted to gambling, going out at night after night and neglecting their two young children.

Inspector Bloor said that was the explanation he had had from the defendant, but the woman, who was now in Hospital, suffering from a cut across the neck, denied that she was the man's wife.

He appeared to have met her in the street, presumably returning from an overnight game at cards, and slashed her with a chopper which he suddenly picked up from the nearest street stall.

Defendant in Court reiterated that the woman was his wife, and asked how his two babies were to be cared for, with the woman in Hospital and he in the Gaol. He asked for a small bail, as he was anxious to get back to his children.

His Worship decided, in fixing a remand, to allow bail in a personal bond of \$50. His Worship recalled the previous case of a coolie who had been let out on a promise to pay a dollar fine, and that promise had been kept. "I still have hopes in human nature," his Worship smilingly added.

KOWLOON TONG ESTATE.

PLAYING FIELD AREA TO BE FORMED.

The Government is inviting tenders for completion of works near the Kowloon Tong Estate. The works provide for the extension of 100 ft. road on northern boundary of estate together with forming of playing field area at N.W. corner of estate; filling in water hole on railway reserve area and construction of a culvert to the N.E. of estate together with any other contingent works.

Tenders are also being invited for the extending and forming to proper grades and camber Chatham Road between Hung Hom and Shek Shan; surplus material being deposited at Hung Hom opposite railway garages, head of Lo Lung Hang, Hok Un and N.E. of M.L. 90 together with all necessary drainage channels and other contingent work.

Threat of Burn.

The quality of this action is difficult to estimate. It appears that going up the valley which the Communists had made an occasional headquarters, and where the villagers had been compelled more or less to throw in their lot with them, the troops found the villages deserted. They issued stern orders that unless the inhabitants returned, they would burn the villages.

The village elders persuaded the folk to return under what they thought to be a safe conduct; but the military picked out some thirty odd of the most vigorous of the men and carried them off as prisoners. They then subjected them to rigorous examination, which included beating and other means of extracting information.

The village elders sought to get them out by going guarantee for them, but this was refused; the officer angrily asking if they thought he was afraid to take action because their clan was a strong one.

Prisoners Executed.

Over ten of the prisoners were then executed. The elders returned in great distress to get off the remainder, and finding the officer obstinate, broke out in what must have been a desperate anger, saying that if he executed those who were left, they would return with the whole village and he could execute the lot!

Notwithstanding this protest, the officer executed the whole group next morning. What does not appear is whether among them there were any real leaders of the movement.

The action, however, may but be incidental to a real attempt to root out the evil from the district, and there is not sufficient information to make a complete judgment on the matter.

Reported Fall of City.

There is a circumstantial report that the city of Shanghai, over the border in Kuiden, has now actually fallen to the Communists. The Communist villagers surrounding the city are said to have attacked it, but failed to get in.

The report says that the compound of the Mennonite Baptist Mission outside the city was burnt. Now it is said that a wife has been received to the effect that the city has fallen to the troops of Tsu and Mo, and that the defending forces have left the place.—*Our Own Correspondent.*

Canton Reinforcement.

Shanghai, Sept. 27. Further reinforcements are to (Continued on Page 7.)

WAR ON KITYANG COMMUNISTS.

VILLAGE ELDERS' IRE AROUSED.

TROOPS SEIZE 30 MEN AND EXECUTE THEM.

CONCERTED ACTION.

Swatow, Sept. 23.

The military in the Kityang district are making a concerted move on the Communists who have been active in the neighbouring district of Fungshun since the spring of the year.

It is not yet clear whether this movement has relation to the wider movements reported against the force further north under Tsu and Mo, nor whether it may react on the bandits in Mo-yen (Kai-yang) who still apparently hold the three missionaries of the Basel Mission.

The movement has, however, the inevitable result of engaging and, if successful, scattering the group in this district, and making any pressure in other parts more effective. The troops are being sent by at least three roads, in an attempt to block some of the more obvious lines of retreat.

Those which have gone to Thong-khang have taken rigorous action in villages where Communists have been.

The quality of this action is difficult to estimate. It appears that going up the valley which the Communists had made an occasional headquarters, and where the villagers had been compelled more or less to throw in their lot with them, the troops found the villages deserted. They issued stern orders that unless the inhabitants returned, they would burn the villages.

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Bulls and Inners

From the Office Butts.

A reader says he's noticed that our taxi-drivers stick up for each other when the police are on their track. Rallying round the good old flag, as it were.

A local contemporary, in a share market review, refers to Providence. Probably something in which investors may put their trust.

"Tsi Yuan landed at Taikoo," says a heading, one of our contemporaries. This looks like the launching of another impossible fishing story.

The ex-Premier of China seems to have a Fan Fu o' trouble.

The Sai Kung road is to enable wealthy Kowloonites to live at an elevation. The Government seems determined that even Kowloon should have its pique.

"Isaac"—As far as we know, the only objection to catching big fish in Hongkong is the price Good news for Hongkong Civil Servants!

The trouble with modern life is that the steering wheel has become the family circle.

The Government dentist is to devote his services to officials whose salaries are below \$400 a year. These Cadets get all the luck!

We give our readers one guess as to the future name of the Sai Kung Road.

How dare an unofficial, Make suggestions prejudicial. When he's but a superficial Sort of creature?

He should never criticise. Nor presume that he is wise. For that's solely an official's private feature.

That the Government is clever. And it rarely, if not never Makes a blunder. For though he may know best, To get it off his chest, Is as futile as to try and stop the thunder!

Judging by Mr. Hamilton's remarks on Wednesday, the local equivalent of the advice attributed to Melba would seem to be:—"Slings 'em, muck!"

The Government complains that it can't make bricks without straw. What about placing a few contracts with the Cement Company?

According to a contemporary, the pamphlet was the coeval of the modern newspaper. Which reminds us that the steam engine was also coeval with a lot of other hot air.

The Chinese who attempted to commit suicide by swallowing a chopstick was nearly tickled to death.

Thanks to Unofficial opposition, the Sai Kung Road will not be a one-way thoroughfare.

[According to the official view, the Sai Kung Road will provide Kowloon people with access to the residential area of the Peak District.]

When Kowloon has its Peak And reaches heights, more cooling. No more will Hongkong speak in terms of scorn and fooling.

For high up on the heights, Mid sylvan, rugged grassy. The residential area, Will surely be more classy.

But the coolness of the climate May prove an empty fable. They'll surely have to climb it, If there ain't no train and cable!

It was stated during the Budget debate that Government officials don't like the Gaol. Because of its association with hard labour, we presume.

"Horace"—Yes, it's easy to write for the Press. All you have to do is to take the twenty-six letters of the alphabet and arrange them in convenient groups.



Proud Parent: What kind of a man is this fellow of yours?

Prudence (his daughter): Well, he says he's always wanted a home.

Proud Parent: That sounds good.

Prudence: And he likes our's very much.

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Officials deny that there's been any delay over the Shing Mun scheme. Of course, not only arrested progress.

It would be a good thing for some husbands if their wives were sufficiently superstitious to give up bridge because it's unlucky to hold thirteen cards.

It would seem that the Ironsides are not so rusty after all.

Inmates of Victoria Gaol realise with pleasure that the new line-type will save time.

Newspaper Heading:—"Official Water-Figures." On examination, we find this does not refer to some we saw at Castle Peak last Sunday.

Army officers will soon be sharpening up their spurs for the dancing season.

Some people think the amalgamation of the two Electric Companies would solve the Colony's currency problem.

We understand that in view of the language difficulty, Mr. Ramsay MacDonald is taking his own interpreter with him to America.

If many more doctors leave the Government service, we shall have to term them med-gees.

Fine feathers and birds. Or such legendary words. As a simile often are quoted. Will our Chief of Police, Emulate ancient Greece, Now a change of his title is voted?

A helmet with plume, Breast-plate if there's room; Laced calves, and a robe flowing—ally.

We won't even quarrel. If his brow wears a laurel; Though it means cutting branches off daily!

Several local dentists were yesterday interested, and envious spectators of the cement filling and ramming operations on the old Hongkong Hotel site.

At the M.C.L. cinema performance, a coloured film showing fishes in the China Sea will be shown. We understand that this is not intended as a contradiction to the local angler who believes he caught the only one the other Sunday.

It is to be hoped that politics in Austria will now take a more Schuber turn.

"Horace"—Yes, it's easy to write for the Press. All you have to do is to take the twenty-six letters of the alphabet and arrange them in convenient groups.

Tunes that Father Loves
GAIETY ECHOES **Columbia** MELODIOUS MEMORIES
New process RECORDS

CHORUS HITS OF YESTERDAY.

Introducing - Fall in and follow me - Another little drink - Down at the Old Bull and Bush - I do like to be beside the Seaside - Tipperary, Hello! Who's Your Lady Friend - A Wee, A Wee, and Doris - It You were the only Girl - Madam, oiselle from Armentieres - By the Zuyder Zee - Take me back to dear old Blighty -

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PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

"RICKSHAW" BRAND
CEYLON TEA
Cheapest and Best
From all leading Compradores.

CHINA'S AVIATION OUTLOOK.
LECTURE BY MR. VAUGHAN FOWLER.

The Development of Aviation in China was the subject of a lecture delivered by Mr. A. Vaughan Fowler to the members of the Hongkong Engineering Society last night when he gave an illuminating review of the methods by which aerial transport may develop in China in the next few years. The lecture was also broadcast by wireless.

Introducing Mr. Vaughan Fowler to the large number of undergraduates and others interested in aviation who attended last night, Professor Middleton Smith, who presided, said that the lecturer was undoubtedly well-known to all present as they had had the opportunity of listening to him in the University Hall before.

After dwelling on the fact that it was unique in the history of the University that a lecture given in its great Hall broadcast from the Hongkong broadcasting station, Prof. Middleton Smith went on to say that the subject of the lecture, "The Development of Commercial Aviation in China" was one with which Mr. Vaughan Fowler was very well acquainted, as the lecturer had had a great many years' experience of aviation in many parts of the world.

Two of the most important steps made by mankind in recent years were broadcasting and aviation, said Prof. Middleton Smith. Scientists had done, and were still doing, a great deal towards the development of these two inventions which stood out prominently in the studies of the engineering students of the Hongkong University, and it was only right and proper that the Engineering Society should have the honour of having Mr. Vaughan Fowler lecture to them on one of these two subjects—aviation.

After the lecture, a hearty vote of thanks to Mr. Vaughan Fowler was proposed by the Chairman of the Engineering Society, amid great applause.

The Lecture.

After dealing with the development of aviation in other countries and referring to the speeds established in the Schneider Cup race, Mr. Vaughan Fowler said:—At present commercial aircraft cruise at between 100 and 120 m.p.h., just imagine what it would mean if this speed could be increased to, say, 200 m.p.h. Shanghai would be within five hours of Hongkong, allowing for getting to and from the machine. This is no wild dream, in a year or two we shall see the speed of commercial air craft approaching 200 m.p.h. Today the passenger may travel in the light hours about 1,000 miles, this would be doubled, and if multi engine machines are steadily developed and the air routes of the world are lighted, there is no reason why the passenger should not travel day and night, 24 hours out of the 24. Or 4,800 miles per day, London—Karachi in one day, London—Hongkong in three.

Aviation in China.

Aviation in China is by no means a new step in the advancement of China towards modern civilisation. As far back as 1911 there were a number of young Chinese learning to fly. Perhaps the two most famous of these were Mr. Tom Gunn and Mr. Lam Yu Fuk. Unfortunately Mr. Lam Yu Fuk is dead, but Mr. Lam, better known these days as Art Lam, is still flying. He recently flew to Shanghai from Canton.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

In spite of the early start made by Chinese aviators actual progress has been slow. It was not till the year 1920 that real efforts were made to introduce flying, both for military and civil purposes. A large contract was entered into by the Government of those days and British machines were imported into Northern China, together with British instructors. Unfortunately this scheme did not meet with any real success, largely owing to the political differences of the various parties then established throughout China. After a period the machines were taken over by Tsuchina for purely military purposes and, they were allowed to fall into serious disrepair.

After a lapse of a few years, efforts were made both in Canton and Mukden to establish flying. Mukden employed a French instructor and a number of Russian aviators, with their assistance, considerable advance was made and they have, up to this day, maintained a moderately efficient air service. This air service is purely military. In Canton the steps taken were somewhat different, foreign instructors were not favoured and Chinese aviators, who had obtained their training abroad took up the work of instructing.

Kwangtung Aviation School.

Lack of machines, and money made progress extremely difficult; this has been overcome in recent years and between thirty and forty machines have been purchased. The policy in Canton has been a wise one. They have placed most importance on the training of Chinese pilots, realising that it was useless to buy machines and establish aerial services both military and civilian, until they had the necessary pilots to operate them. This policy has resulted in the establishment of the Kwangtung Aviation school, at Tai Sha Tau Aerodrome, Canton, under the command of Colonel Chau Po-hang. This school is equipped with Avro-Avian machines fitted with Cirrus engines, and the work of training is progressing steadily. At the present time there are 65 cadets under instruction and, I understand that 100 more are being enlisted shortly.

In central China, during the last year the development of aviation has taken the attention of the Nationalist Government. They have turned their thoughts more to Civil than Military Aviation.

About three months ago, an aerial service was established between Shanghai and Nanking, this is to be extended to Hankow in the near future. I understand that this service is meeting with reasonable success.

If we are going to look into the future of Chinese aviation, and discuss what could be done, we must assume that China is united under the Nationalist Government.

In the first place it is necessary to separate military from civil aviation. Having done this, we may ask ourselves, what are the requirements of China in both these branches of this new science. I will deal with the military side first.

So large a country as China obviously must have an Army and a Navy, it follows, quite naturally that she must also have an Air Service.

The country should be divided into "Aerial Sections," five in all, the Southern Provinces, the Yangtze Provinces, The Northern Provinces, Manchuria and the Coast.

The Training Period.

A series of aerodromes and landing grounds must be established in each "Section," when this is done it will be time enough to appoint Flying Squadrons to their bases. While this work is in progress, the Central Aviation Department in Nanking can draw up detailed plans and proposals, which I think should be divided into two periods. The first period of say two years, should start at once and, be known as, "the training period."

During this time all flying and money should be concentrated upon the efficient training of the pilots and the engineers, in the art of operating and maintaining an Air Service. To carry this out in a satisfactory manner it will be necessary to establish at least two large training schools, both of which should have two sides, the

Are You Poisoning Yourself?

Thousands of people are poisoning themselves by overlooking the duty of daily regularity. Waste matter quickly accumulates, and if it is not expelled daily its poisons are absorbed by the blood, causing bilious attacks, sick headaches, vertigo, disordered liver, pimply and yellow skin, offensive breath and a host of other ills.

To quickly correct these troubles, to aid the liver and to restore intestinal activity, Pinkettes, the dainty little laxatives, are perfection. And they are equally helpful to the aged and to delicate women as to the robust, for their action is extremely gentle, whilst thoroughly efficient.

Chemists everywhere sell Pinkettes, 60-cents the vial.

flying side and the engineering side.

In the past, countries who have found that they wish to develop their aviation, have employed foreigners to assist in the early days of training and to help with the general organisation. In nearly every case these foreigners have been formed into what have been called "Aviation Missions," and in practically every case these Missions have been obtained from Great Britain. There are many reasons why China should obtain outside assistance in aviation.

The Results of Training.

To further investigate this proposal, let us assume that China employs an Aviation Mission and, that Mission works for two years, at what would be the result. At the end of that time, the Central Aviation Department would have its various branches organised, this organisation would have been carried out with the assistance of foreigners who have had a vast experience in their particular jobs, and they would have trained the Chinese in charge of these branches.

This would save an enormous amount of money, as instead of money being expended on work that was going to lead nowhere, and which would eventually be found to be unnecessary, and so have to be done away with, it could be spent on schemes which are known to be sound and which can be proved to be the best, from statistics and experience obtained from the country from which the Mission comes.

Efficient Service.

Now at the end of the two years training period, Squadrons can be ready to proceed to their bases with new machines and, with fully qualified staffs to operate them.

The Training Schools can still continue, but they will be in such an advanced stage, and their Chinese staffs will have gained so much experience that they will no longer require the assistance of the Mission, which, if it is then thought necessary, can be retained for a year or even two, to further develop the actual fighting squadrons at their aerodromes throughout China.

In other words, by the beginning of 1932, China could have an efficient Aerial Fighting Service, the size of it depending on the amount of money available during the Training Period.

Machines Required.

What type of machines are required for an aerial fighting service in China? Firstly China is a country of great distances, therefore any military machines purchased by her must have good duration to enable them to journey from one place to another without coming (Continued on Page 18.)

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By the Pure Antiseptic
You will be surprised to see how quickly you can be rid of eczema, rash, itching, etc., by using the pure cooling liquid LAVOL. It soothes the skin, soothes and heals the irritated tissue, the skin itching and burning. LAVOL is also itching stops immediately. LAVOL is also made in U.S.A. and sold by all good druggists. Lushington & Co., Ltd., 100, Queen's Road, Hong Kong.

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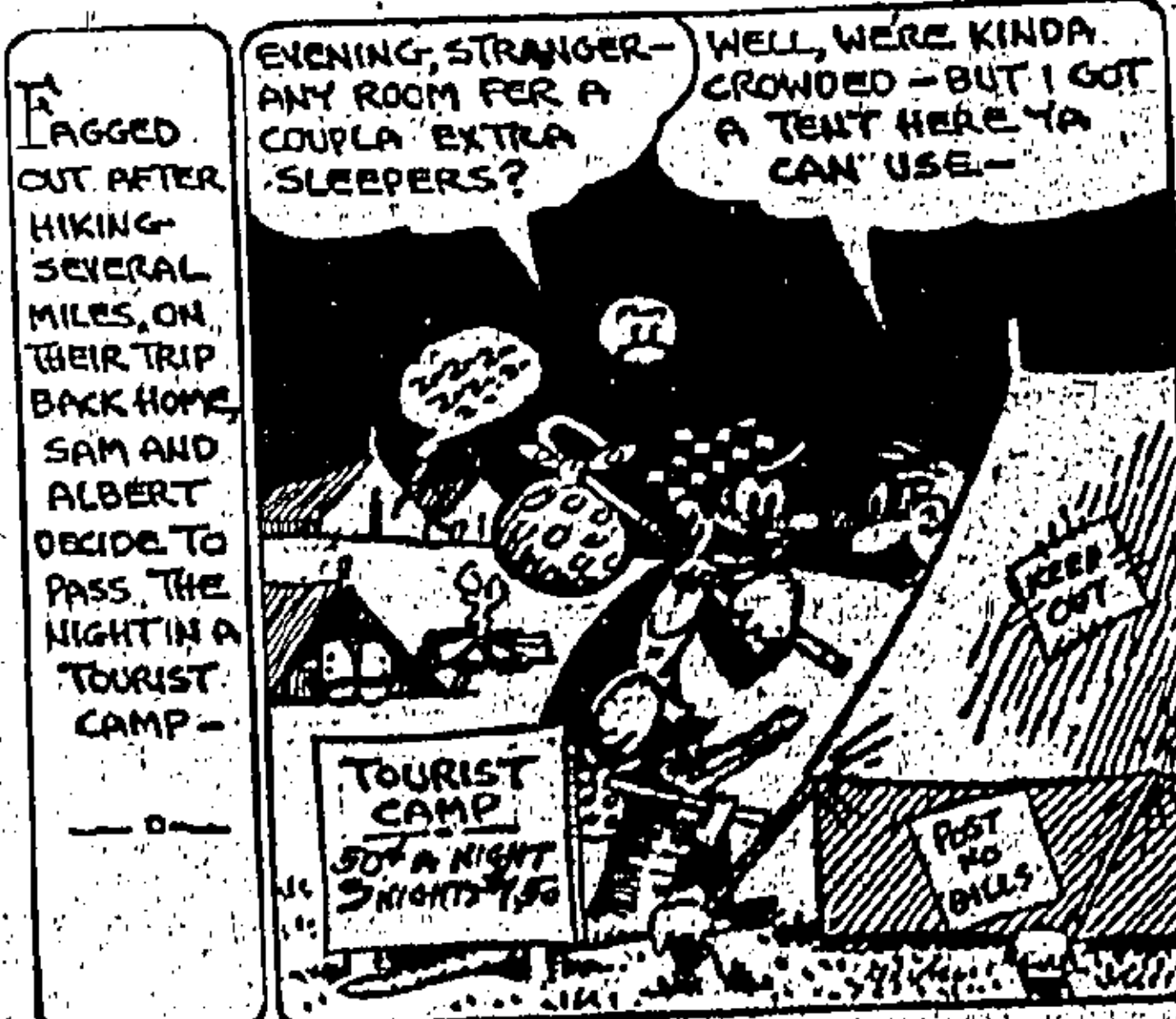
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CORRESPONDENCE.

Expert Evidence.

To The Editor of Hongkong
Telegraph.

Sir,—With reference to the expert evidence given by the Hon. Dr. S. W. Tso on the mui tsai case reported in your paper, to-day I beg to differ from the statement of this gentleman that the adoption of the surname (as that of the owner) was not uncommon to mui tsais. According to him, it is common for mui tsai to be given the same surname as those of their owners but the truth is just opposite to what he represented it to be.

To my mind, the practice of giving one's surname to a mui tsai is not common in Hongkong. There is the moral obligation to marry off a mui tsai when she comes of age and in this event—the occasion when the question of her surname crops up—she is invariably given her real surname or that appearing on the "presentation" card. A new name is given to a mui tsai immediately after her purchase, as every school-boy knows, but the question of a new surname does not arise. So much for the practice in Hongkong, and Hongkong is not China.

Granted; and we have to look further afield. To my knowledge, the practice of giving one's surname to a girl purchased and treated as a mui tsai does not obtain in the districts of Tung Kun, San Wui, Kow Kong, Shun Tak as well as Heung Shan from which the learned doctor hails. In some of these districts mui tsais are married off from out-houses or specially-selected places as being unfit to be married from the family house. Clans are clannish and to give one's surname to a person bought as a chattel and a girl at that is, conceivably, unthinkable. It is conceivable, however, that the learned doctor has at his command reservoirs of knowledge that are inaccessible to a humble seeker of truth who patiently awaits to be enlightened. To the non-Chinese of Hongkong, confusion is worse confounded over the mui tsai question by conflicting reports of the status and condition of the mui tsai. It is respectfully submitted that in the interest of truth and for the enlightenment of the public, you, Sir, should procure for publication the sixteen pages of expert evidence and answers to twenty-two specific questions for which Dr. Tso has received the thanks of the Bar as well as those of the Bench.

STUDENT.

Sir,—May I crave the hospitality of your columns to set right one or two erroneous views on the Mui Tsai Question as expressed by Dr. S. W. Tso and by the Bench. According to your issue of yesterday's date, "it was argued that the girl had adopted the name of her mistress, but there, again, they had Dr. Tso's opinion that the adoption of the same surname was not uncommon to Mui Tsai."

I beg leave to point out that where expert opinion becomes an expert in making a glittering generalization of this nature. One or two rare and isolated cases in Hongkong may be quoted in which a maid-servant might receive the surname of the mistress or that of the family to which she belongs, when the child's ancestral origin is entirely obliterated through the relentlessness of the traffickers in child slavery in Hongkong. But this is an exception which obviously does not prove the rule. According to custom prevalent in the interior of Kwangtung Province or in Canton itself, Mui Tsais are not known to have assumed the surname of the mistress or that of the family. In point of fact, Mui Tsai is and has always been regarded as such an insignificant creature, that at the time of marriage, she can only walk out of the household to her bridal chair by the back door. In most cases, the Mui Tsai is not allowed to hold her wedding in the home of her mistress. Few mistresses or masters would brook that idea. She must be married in a separate house altogether. This is merely cited to bring out the low esteem in which a Mui Tsai has been held in a Chinese family and how much less likely it would be a common practice for a Mui Tsai to adopt the surname of the mistress.

Now it remains for me to quote the words of the Bench on the Mui Tsai question, "that the Mui Tsai system, was one which had come in for much criticism. If they were, to accept Dr. Tso's opinions, it seemed to him (the magistrate) that much of the criticism was unmerited." So far as I can gather, this statement is rested on the eminent authority of Dr. Tso, which has yet to be proved to the absolutely unbiased and fair-minded citizens of the Colony as authentic and indisputable. There are repeated attempts to make the 'Hon' look no larger than a cat.

JUSTICE.

SAINT ANDREWS.

ANNUAL GENERAL MEETING OF SOCIETY.

At the annual general meeting of the St. Andrew's Society at the City Hall last evening, office bearers for the year 1929-1930 were unanimously elected as follows:

President.—Mr. A. H. Ferguson. Proposed by Mr. R. M. Dyer and seconded by Mr. R. Sutherland.

Vice-President.—Mr. K. E. Greig. Proposed by Dr. Black and seconded by Mr. B. Wylie.

Secretaries.—Messrs. E. M. Bryden and J. S. Drummond. Proposed by Mr. A. H. Ferguson and seconded by Mr. A. Stevenson.

Treasurer.—Mr. T. J. H. Fox. Proposed by Mr. K. E. Greig and seconded by Mr. A. Ritchie.

General Committee.—Messrs. A. Cameron, D. Gow, K. S. Morrison, Dr. J. C. Macgown, Messrs. A. Ritchie, A. Stevenson, P. Tod and B. Wylie.

In proposing the accounts, the Chairman (Mr. Ferguson) said that very little comment was necessary on the accounts as they stood. The society continued to flourish, but there was still room for more members. He would be pleased to receive any Scottish new arrivals. After all, the meetings of the Society were gatherings of the clans in a mild way, and induced Scotsmen to keep up a good tradition amongst themselves.

Scottish Co. H.K.V.D.C.

Mr. Ferguson then intimated that he wished to make a few remarks with regard to the Scottish Company of the Hongkong Volunteer Defence Corps.

At present, said Mr. Ferguson, the strength of the company was a little over 60. At one time it was nearly 120, and it was a real pleasure to see it so. "I admit there may be some very potent reasons as to why the Company's strength is reduced," he remarked, "but I feel sure that there are a great many Scotsmen in various offices in town who might be prevailed upon to join up with the Scottish Company. It is just a question of a little unobtrusive soliciting."

Mr. George Duncan then seconded the acceptance of the accounts, and the motion was carried.

After the election of officers, the President proposed a vote of thanks to the late President, Mr. C. Gordon Mackie, at present away from the Colony on leave.

A Fine Record.

Mr. Ferguson referred to the highest terms to Mr. Mackie's fine record while in office, and to the invaluable services he had rendered the society. What he had done for them and towards making the annual ball a success would never be forgotten.

The vote of thanks was carried by acclamation.

The President then put the question as to whether St. Andrew's Day should be observed with a ball this year, or by some other function. The members all voted in favour of a ball. Mr. Ferguson then asked if there were any questions or suggestions in connexion with the ball.

The Ball Supper.

Mr. J. Russell said that he wished to point out that there was a large amount of food wasted at the ball supper. Every year there was the question of the supper, or a buffet. The supper was always a congested affair, and consumed two thirds of the total amount expended on the ball. He suggested that the buffet method might be adopted.

The President, in reply, said that if the supper was done away with they might have to do away with the ball. After all it only occurred once a year, and the supper was attended by many people who liked to sit down to Scottish fare.

Mr. Russell replied that previous experience had shown that there was a good deal of waste. He was not quibbling, but other societies carried through similar functions with a buffet. The matter was worthy of consideration.

Mr. B. Wylie then pointed out that in days gone by—and he referred only to a few years ago—the supper menu was a very long one, something like 18 items. Within the last few years the committee had gone into the matter, and last year the items came down to something like eight.

The City Hall.

Mr. Russell then said that so far as the question of halls was concerned, the Budget Speech made no provision for a better one. He suggested that St. Andrew's and kindred societies might meet and discuss the question of halls. A Halls Committee might be formed in order to go into the question

of a new hall suitable for holding similar functions to St. Andrew's Ball every year. A considerable sum was spent each year in decorating the old hall. That was trying to beautify a hall unsuitable for such functions. The President said that that

was a point on which he agreed with Mr. Russell. Representations were, however, being made to the Legislative Council, and he trusted that they would be productive of results. On a vote of thanks to the Chairman the meeting concluded.



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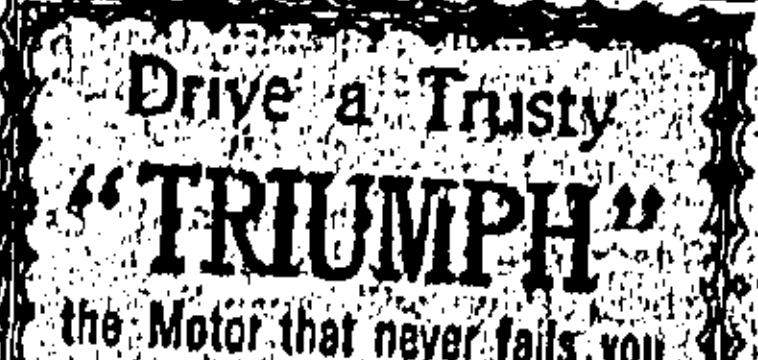
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374, 376, 381, 385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476, 486, 505, 512,
546, 547, 556, 557.

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European with good knowledge of local import and Export Trade seeks position. A thorough knowledge of the Chinese language. Keen and in every way reliable. Excellent credentials. Willing to start on small salary. Hongkong preferred, but would consider Outports. Please write care of Box No. 562, "Hongkong telegraph."

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TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.
TO LET.—No. 3, King's Park Buildings, Austin Road, Kowloon, 4 roomed FLAT with modern conveniences. Apply The Union Trading Co., Ltd., York Building, Hongkong.

APARTMENTS TO LET.

VICTOR PRIVATE HOTEL, HANKOW ROAD, KOWLOON. Rooms with full board from \$85 to \$130, per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K.357.

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The numbers given above represent the various qualities. Send us the addresses to which you desire us to send the Tea, and your friend will receive your gift at Christmas.

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The Steamship

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having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous &/or extra-hazardous Godowns of Tientsin Wharf, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd October 1929 will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th October 1929 or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any

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NOTICES.

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(Signed) THE TEXAS CO.,
By P. F. Le Fevre,
Attorney.

All parties concerned are hereby notified that, THE TEXAS COMPANY (CHINA) LTD. an American Corporation organized under the laws of the State of Delaware, U.S.A. has taken over the China business of The Texas Company, including all assets and liabilities of the latter Company in China, the provinces of Chosen and Taiwan (Japan), the Kwangtung Leased territory, the Colonies of Macao, Kwongchow and the Crown Colony of Hong Kong.

(Signed) THE TEXAS CO. (CHINA) LTD.,
By P. F. Le Fevre,
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THE CHINA LIGHT & POWER CO. (1918), LTD.

NOTICE is hereby given that as from 1st October, 1929, the Company's rates for electricity supplied will be as follows:—

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For Lighting 18 Cents
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 25th Sept., 1929.

CHINESE RECREATION CLUB.

OPEN MIXED DOUBLES CHAMPIONSHIP.

Entries will be closed on the 30th September, 1929, instead of the 26th as previously announced.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Sixth Extra Race Meeting to be held on Monday, 14th October, 1929, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries close at 12 o'clock noon on Monday, 30th September, 1929.

CHURCH NOTICES.

To-morrow the Eighteenth

Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, September, 29th 1929. Feast of St. Michael and All Angels. Holy Communion at Peak Church, 8 a.m. Choral Service, 9.30 a.m. Military Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins, 11 a.m. Preacher: The Dean. Evensong, 6 p.m. Preacher: Rev. H. V. Koop.
First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Reality." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting, at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.
Seventh Day Adventist Chapel, 20, Ice House Street. Sunday September 29, 1929, 8.30 p.m. "Prophetic View of World Empires." Illustrated. Wednesday night, 8.30, Prayer meeting. Lyman W. Shaw, Pastor.
Union Church, Jordan Road, Kowloon, Services Morning and Evening, 11 a.m. and 6 p.m. conducted by the Rev. J. Horace Johnston, B.A. Children's Service 10 a.m. taken by Mr. A. W. Ingram. Bathing Picnic for Scholars and others on Saturday, by bus, 2.30 p.m.

Lammert's Auctions

PUBLIC AUCTION.

The Underigned have received instructions to sell by Public Auction on

WEDNESDAY, the 2nd, October 1929, commencing at 11 a.m.

at No. 4, Carnarvon Building, Kowloon

A Quantity of Valuable Household Furniture and

A Few Pieces of Canton Blackwood Furniture.

Particulars from Catalogue. On View from Tuesday, the 1st, October 1929.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

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of Valuable Leasehold property situate at Victoria in the Colony of Hongkong and known and registered in the Land Office as

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together with the messuage erections and buildings thereon known as "Winton," Bowen Road, Area 38975 Sq. Ft. or thereabouts, Crown Rent \$234.00.

To be sold by Public Auction (unless previously sold)

IN ONE LOT

on WEDNESDAY, the 2nd day of October, 1929, at 3 o'clock p.m. at their Sales Rooms No. 4, Duddell Street, Victoria, Hongkong

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For further Particulars and Conditions of Sale apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Building, Hongkong, Mortgagee's Solicitors, or The Auctioneers, Hongkong, 19th day of September, 1929.

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MEN'S WASHING SILK PYJAMAS \$6.00

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See our Showroom S. NARAIN 4th FLOOR CHINA BUILDING Queen's Road, Central Tel. C. 6186

KOWLOON CRICKET CLUB'S SITE.

PREMISES MAY HAVE TO BE VACATED.

That the club could get no guarantee from the Government of being allowed to remain on their present site was announced by Mr. Ezra Abraham, president at the annual meeting of the Kowloon Cricket Club last evening. Mr. Abraham took the chair in the absence of the President, Mr. R. E. Lindell, who is on leave. Capt. G. H. Pennefather, who has been associated with the club practically since its inception, was elected a life member. The Chairman, addressing the meeting said: The report and statement of accounts for the year ending July 31 last having been in your hands for the required period of seven days, I will, with your permission, take them as read. Your committee record with deep regret the deaths since the last General Meeting of the following well known members:—Messrs. David Harvey, E. W. White, R. C. Mitchell, W. J. L. Ford, W. Keegan, P. A. Langman, R. S. Verge and H. M. Whyte. Our late friend "Dave" Harvey was one of the original members and took a keen personal interest in the welfare of the club. For a number of years he had served on the General Committee and was Vice-President in the year 1909. His genial personality is greatly missed by us all. It is not necessary for me to dilate on the various sporting activities of the club as they are fully set out in the Report but there is one little point I would like to touch upon and that is the Committee would welcome a greater support from members, by that I mean to seeing them more often in the club house. Now, gentlemen, I appeal to you to afford more support in this direction.

No Guarantee.

With regard to our Ground, we approached the Hongkong Government in May last asking whether a guarantee could be given that we would not be disturbed for a number of years as we have in view the building of a more modern and comfortable club house, but so far no reply has been received.

At the beginning of August, I interviewed the Colonial Secretary in this connection but was informed that no alteration in our present position could be definitely guaranteed. Therefore it seems that we shall have no alternative but to exercise our option in taking over Plots E1, E2, and E3 in King's Park in September, 1931, and vacating our present ground. Early next year it will be imperative matter to be thoroughly investigated. Coming to the balance sheet, I would first like to point out that there are three slight mistakes in the Working Account. On the Expenditure side against "Repairs and Improvements" \$152.36 should read \$152.06. Against "Printing Account" \$49.88 should read \$49.86. On the Income side under the heading of "Children's Sports" \$43.04 should read \$44.04. These are, of course, printer's errors.

Club's Finances.

Dealing with the financial affairs of the club I refer you to the expenditure side of the working account. Wages account is down by \$280 due to retrenchment which the Committee considered necessary.

The reduction of some \$700 in the cost of gear was through less new cricket gear being taken out of stock for use. The previous season's gear was in good enough condition for both practice and match games this year.

Our Water bill has increased by \$200. Owing to the drought, more water was required to keep our grounds in playable condition. Last July, a new well was sunk on the east side of this pavilion at a cost of \$210 and we are now reaping the benefit of this outlay.

On the suggestion of the Auditors, your Committee have this year created a Bad Debts Reserve account by charging to Income and Expenditure the sum of \$750 to provide for possible bad debts.

Gear Repairs and Furniture Repairs and Renewals are new Headlines in the working account. Instead of debiting cost of repairs and minor purchases to Furniture or Gear account as the case may be, they are charged to these accounts.

Coming to the Income side of the accounts, you will find that although the turnover \$19,633.30 is \$4,747 less than that of 12 months ago—viz \$24,380, the bar profit is practically the same as last year. This is due to better supervision by the Bar Committee and his sub-committee, and they are to be congratulated on giving such a splendid return and one of hard and continuous labour on their part. (Applause).

Decrease in Subscriptions.

There is a decrease of \$783 in this year's subscriptions. This is mainly due to the removal of the names of a large number of members who were owing from 6 to 12 months' subscription. The deletion of names from the members list was of course only done after your Committee were satisfied such a measure is within their powers under the Rules of the Club.

Owing to donations coming in late, the Children's Sports Fund showed a surplus of \$34.04.

With regard to the Balance Sheet, there is very little to comment on. Sundry Debtors is down by \$1,645, which means that the total amount of members' accounts outstanding has been considerably reduced.

From the sum of \$750 provided for Bad Debts, \$170.76 has been written off, leaving a balance of \$579.24 in reserve against further possible bad debts.

Our Cash position is practically the same as last year. We hold \$5,000 P.W.D. Loan and have on Fixed De-

POST OFFICE NOTICE

INWARD MAILS.

From: To: Due: U.S.A. (Seattle 7th Sept.) Canada, Japan and Shanghai. Pros. Grant. September 28. (Ship Due 27th 10 p.m.) Sunning. September 28. Tilleboet. September 28. Atlanta Maru. September 30. Pros. Hayes. September 30. Shanghai and Swatow. Pros. Hayes. September 30. Manila. Pros. Hayes. September 30. Canada (Victoria B.C. 12th Sept.) U.S.A., Japan and Shanghai. Empress of Russia. September 30. Pros. Jefferson. September 30. Talamba. September 30. Yuenang. September 30. Chakiang. September 30. Shanghai and Swatow. Pros. Hayes. September 30. Japan. Pros. Hayes. September 30. Burma Maru. September 30. La Plata Maru. September 30. Haruna Maru. September 30. U.S.A. (San Francisco 6th Sept.) Honolulu, Japan and Shanghai. Pros. Grant. October 5. Pros. Grant. October 5. Emp. of Russia. October 6. Manila. Pros. Grant. October 6. U.S.A. (San Francisco 15th Sept.) Honolulu, Japan and Shanghai. Pros. Lincoln. October 7. Australia and Manila. Pros. Lincoln. October 7.

OUTWARD MAILS.

Registered and Parcel Mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For: Date and Time: Canton. Sat. Sept. 28, 2.30 p.m. Helicon. Sat. Sept. 28, 2.30 p.m. Talamba. Sat. Sept. 28, 4.30 p.m. Pros. Grant. Sat. Sept. 28, 4.30 p.m. Linchow. Sun. Sept. 29, 8.30 a.m. Kanchoy. Sun. Sept. 29, 9 a.m. Kaying. Sun. Sept. 29, 9 a.m. Hydrangea. Mon. Sept. 30, 2.30 p.m.

Shanghai. Pros. Hayes. Mon. Sept. 30. Registration. 4.15 p.m. Letters. 5 p.m. (Due Victoria B.C. 21st October). Pros. Jefferson. Mon. Sept. 30. Registration. 5 p.m. Letters. 5 p.m.

Wai Hai Wei via Swatow. Pros. Hayes. Tues. Oct. 1, 9.30 a.m. Shanghai and Japan. Pros. Hayes. Tues. Oct. 1, 10.30 a.m. Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco. Pros. Hayes. Tues. Oct. 1, 2.30 p.m.

Manila. Pros. Hayes. Tues. Oct. 1, 8.30 p.m. Registration. 4.15 p.m. Letters. 5 p.m. (Due San Francisco 23rd Oct.).

Straits, Ceylon, India, Mauritius, East & South Africa, Egypt and Europe via Marseilles. Pros. Hayes. Tues. Oct. 1. Registration. 4.30 p.m. Letters. 5 p.m. (Due Marseilles 2nd Oct.).

Swatow. Pros. Hayes. Wed. Oct. 2, 1.30 p.m. Sandakan. Pros. Hayes. Wed. Oct. 2, 1.30 p.m. Amoy. Pros. Hayes. Wed. Oct. 2, 1.30 p.m. Manila, Australia, and New Zealand via Brisbane. Pros. Hayes. Wed. Oct. 2, 1.30 p.m.

Holhow, Pakhoi and Haiphong. Pros. Hayes. Thurs. Oct. 3, 8.30 a.m. Amoy and Japan. Pros. Hayes. Thurs. Oct. 3, 8.30 a.m. Shanghai. Pros. Hayes. Thurs. Oct. 3, 1.30 p.m. Straits, Ceylon, India, Mauritius, East & South Africa and South American Ports. Pros. Hayes. Thurs. Oct. 3, 1.30 p.m.

Wai Hai Wei. Pros. Hayes. Fri. Oct. 4, 9.30 a.m. Straits and Calcutta. Pros. Hayes. Fri. Oct. 4, 10.30 a.m. Manila, Sandakan, Australia and New Zealand via Thursday Island. Pros. Hayes. Fri. Oct. 4, 1.30 p.m.

Registration. 4.15 p.m. Letters. 5 p.m. (Due Thursday Island 19th Oct.).

* Subscribed Correspondence only.

post \$12,000, against last year's bank overdraft of \$3,478, and fixed deposits amounting to \$20,000.

With these few remarks, gentlemen, I beg to propose that the Report and Statement of Accounts as presented to the meeting be adopted. I have previously mentioned, be adopted, and this has been duly seconded, I shall be pleased to answer to the best of my ability, any questions which members may wish to ask.

Mr. J. Smith seconded the adoption of the report and statement of accounts, and suggested that the incoming committee should try to keep the expenditure of the club down to less than the income.

Entertainment Item.

Referring to an item of \$1,268 for entertainments, Mr. E. R. Price thought that this sum was excessive and indicated that they did not wish the honour to go round and re-elected Mr. Abraham as Vice-President.

Mr. J. P. Robinson was re-elected Secretary, while the post of Treasurer was given to Mr. W. H. Alexander, the chairman announcing that Mr. C. J. Roe would not accept the office owing to pressure of business.

Captain Mr. W. Bracey, Vice-Captain, Mr. E. C. Fincher, General Committee, Messrs. A. E. Sillitoe (representing Lawn Bowls Section), B. Petheram, A. Hyde Lay, V. G. Labrum, C. J. Roe, H. Overy, E. R. Price, and E. C. Fincher, Ballotting Committee, Messrs. B. E. Green, J. Smith, N. B. Ross, J. Fraser, A. W. Brown, J. Howe, J. S. Smith, S. J. A. A. Dand, and A. Chapman.

The usual honours of \$850 each was voted to the Secretary and Treasurer.

The chairman said that the committee had recommended that a similar sum should be granted to the bar convenor, but Mr. H. Overy had very generously waived half that sum. The chairman proposed that \$175 be granted to the bar convenor, and the motion on being put to the meeting was carried.

Messrs. Lowe, Bingham, and Matthews were re-elected auditors at a remuneration of \$100 per annum.

Before the meeting terminated the chairman announced, amid laughter, that he had received a cable just before the meeting from the President (Mr. R. E. Lindell) who invited the members to "have a drink on him."

A vote of thanks was accorded the chairman for the manner in which he conducted the meeting.

"What would the kiddies do on New Year's Day without Penny's Cocos?"



WITH
PLUMS

When plums are placed on the table everybody looks about for the cream. Because everyone knows that plums are especially delicious when there's cream too. But perhaps you haven't ordered the cream because you thought it wouldn't keep.

Nestlé's Cream gets you over that difficulty. Just go to the cupboard and open a tin. It's handy—fresh—ready to serve.

And as it's the best part of rich country milk, need we tell you how delicious it is?

Try it with plums.

NESTLÉ'S RICH THICK CREAM

Three sizes 1½ oz., 5½ oz., 4 oz. tins.

The Geisha.
VOCAL
SCORE
AT
ANDERSON'S.



BUILDING MATERIALS
AND
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DAVID HOUSE
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New
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for
September

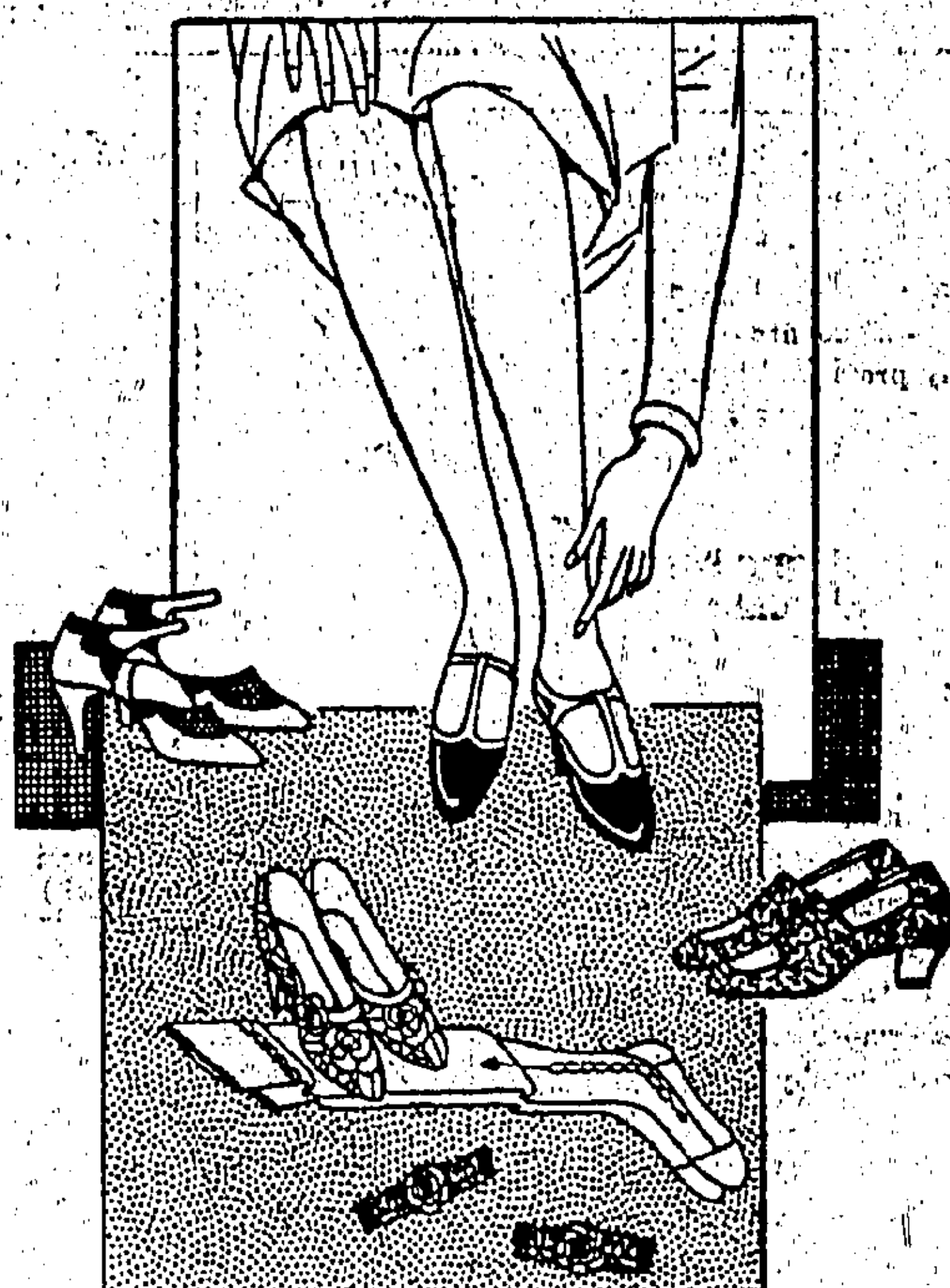
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WOMAN'S WORLD FOR OUR LADY READERS.

Some of the New Footwear.



In the centre is a pair of black patent shoes, strapped with stone-coloured kid. On the left are shoes of the new iridescent leather with antelope insets; these are for more formal day wear. The sports brogues are very smart in grey lizard with matching kid insets and heels, while the evening set below is charming in gold and silver.

Let's be Sociable.

GOSSIP THAT IS WORTH WHILE.

Friendly chit-chat is always worth while. Miserable curmudgeons, dyspeptics, and egoists will argue to the contrary. Poor dears! What a lot they miss on this entertaining old planet.

Few of us ordinary mortals are so lofty in intellect that we can find nothing to learn from our neighbour.

Admittedly there are books for us, crammed with knowledge, but they are a "mighty bloodless substitute for life." How much pleasanter to learn our facts first hand, perhaps from the cheerful prattle that livens up a railway journey.

This harmless gossip helps one to understand the other fellow's point of view and does much to broaden one's outlook.

The butcher, the baker, and the daily "char" have the most enthralling problems. They are better instructors than the mere pedant. Their conversation gives one to think and to think furiously sometimes.

In the bus, I was reading a newspaper article on political economy, clever but unconvincing. Two working women were deep in a similar discussion.

"—and a clean towel," said one. "My picture money I call it. If there's something extra good on, why I goes without my hair. Can't squeeze two tanners out of one."

"It's hard choosing," replied the other sympathetically.

Practical economics this! Recently a friend of mine, down on his luck, entered into casual conversation with a clergyman in the park. A few days later he was offered a post by a firm of international repute. It was owing to the intervention of the minister.

Convention makes cowards of us. We consider it bad form to talk to strangers. Besides we risk being wearied, perhaps bored to extinction. Yet we like talking. We like the sound of our own voices. Friendly argument is exhilarating and a good mental tonic.

Contact with our fellow-beings further our education. It rubs off the corners and promotes a new understanding and tolerance. Come, let's be sociable. Chit-chat is both pleasant and profitable, and it's only human nature after all!—R. S. In Exchange.



The fisherman's silhouette is cleverly attained in this aquamarine felt hat by trimming half of the brim back and crossing the points at the back of the crown. The front of the crown is cut in large scallops.

Matters of Interest.

NOVEL BAG DECORATION.

Large coloured wooden beads, reminiscent of counting lessons of our nursery days, decorate some of the new leather bags. The bag, made in the sac shape, has a handle of leather fastened to the mount with half-a-dozen of the graduated beads. The fastenings also take the form of a large wooden bead, and they are coloured to match the leather of the bag.

Net Buttonholes. The newest buttonholes are made of net, in the shape of large dahlia-like flowers. They may be obtained in many pastel shades, and are spotted all over in a darker shade of the colour. Some of them have tiny shells dyed to match the blossoms in the centre.

Expensive Tees. A costly present for a golfing friend takes the shape of a pair of platinum tees, encased in a neat leather box. The tees are the usual size, and are linked together by a strong silver chain, so that if both are placed in the ground, at once the unused tee is supposed to keep the other secure.

Youthful Evening Gown. Any young girl would look delightful in an evening frock of peach-coloured tulle, fashioned with a tight-fitting bodice and a deep "V" neck. The full skirt is cut into handkerchief points, which are edged with gold ribbon, and the dress is entirely free from any trimming except for a pyramid

of tiny golden rose buds arranged just above the waist in the front.

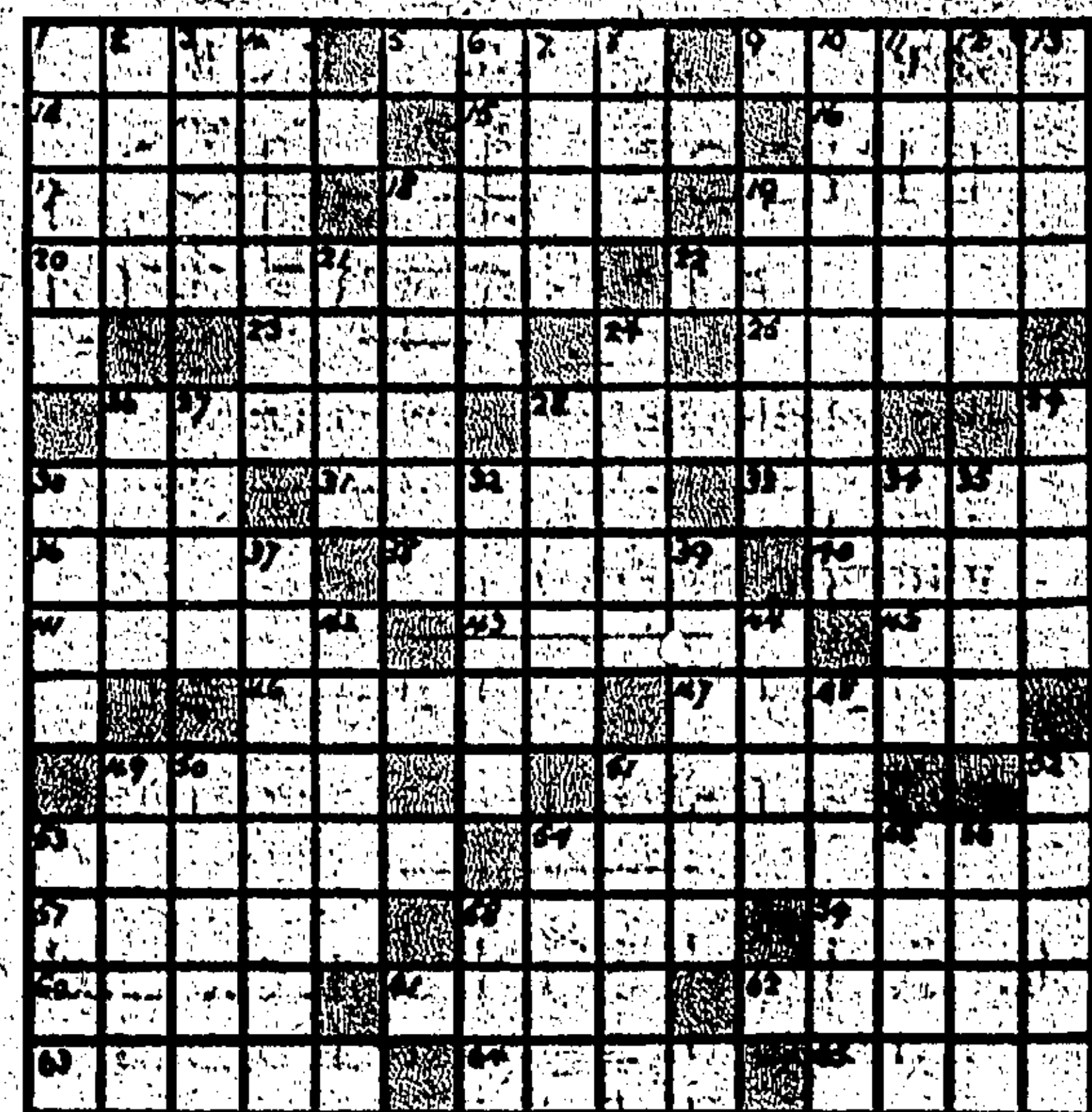
Egyptian Bracelet. A decorative bracelet of diamonds seen in a Bond-street jeweller's window has on it an original design of Egyptian men and women. The figures are picked out in rubies and emeralds, and the bracelet is about two inches in width.

Canine Bag Ornament. A black velvet bag has as its only decoration a diamond ornament placed on one side, just below the strap. The ornament consists of the head of an ailsant, looking extremely fierce, with its ears cocked and its tongue hanging out, and it is surrounded by a ring of diamonds.

The "Aqua Safe." Jewellery, money, and other valuables can now be kept safely while their owner bathes by a simple invention designed to fasten on the belt of the bathing suit. It is called the "Aqua Safe," and consists of a small metal container with a screw top, so that the water cannot penetrate to the articles when the wearer swims.

Multi-Coloured Pearls. Pearls in every shade, from deep pink to black, are used to adorn a diamond necklace which is the newest design of a Bond-street jeweller. The necklace consists of a long chain of large, square diamond links, with clusters of differently coloured pearls placed at intervals on diamond plaques. The necklace ends in a pendant of deep cream pearls and diamonds, with a large yellow diamond drop.

OUR NEW BRITISH CROSSWORDS.



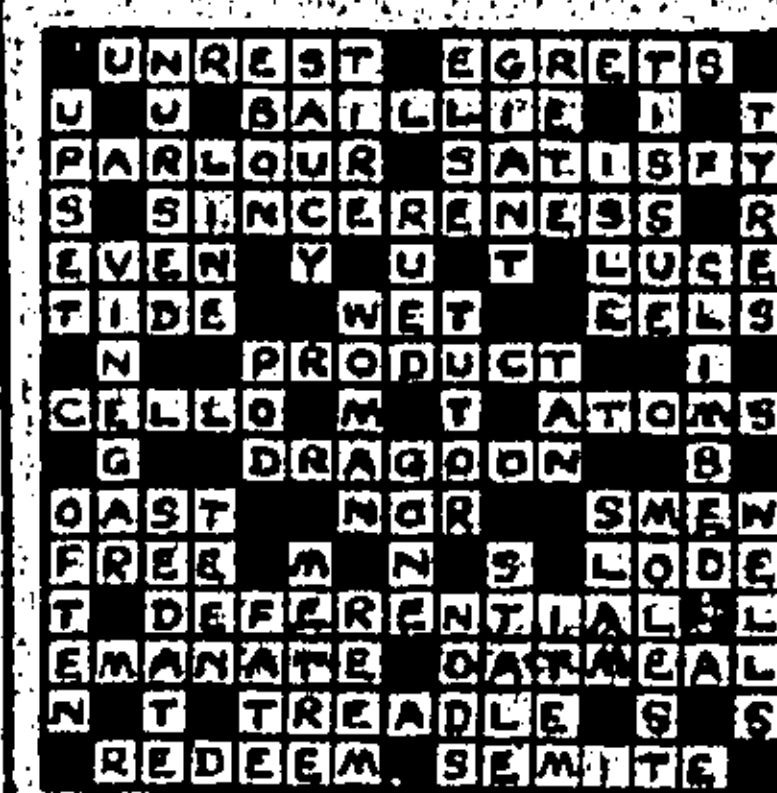
Across
1 Furnished with shoes.
5 Active.
9 Plagues.
14 Households.
15 Prevaricated.
16 In addition.
17 Restraint.
18 Parted with.
19 Show to be false.
20 Value.
22 Mission.
23 Directs towards.
25 Fabulous monster.
26 Untrue.
28 Quench.
30 Prate.
31 Fool.
33 First attempt.
36 Slickens.
38 Experiment.
40 Public vehicle.
41 Speak derisively.
43 Upper room.
45 Tavern.
46 Etia.
47 Enlace.
49 Tax.
51 Endured.
53 Ridicule.
54 Deserter.
57 Recesses for baking.
58 Sacred.
59 Devastation.
60 Melody.
61 Vole.
62 Telegrams.
63 Fastens.
64 Cry.
65 Companion.

Down

1 Fragment.
2 Gardening implements.
3 Leave out.
4 Refusal.
6 Schemes.
7 Ascend.
8 Still.

10 Emerging.
11 Pertaining to the sun.
12 Threefold.
13 Progeny.
18 Grieve.
19 Destroyed.
21 Let slip.
24 Cry like a sheep.
26 Inclined.
27 Efficient.
28 Long narrow shoals.
29 Sacred lyric.
30 Pant.
32 Angry.
34 Excursion.
35 Speak enthusiastically.
37 Watcher.
39 Solemn supplication.
42 Pastoral pipes.
44 Give over.
48 Neuralgic pain.
49 Theatrical production.
50 Combating ground.
51 Young lady.
52 Compact.
53 Specks.
54 Character represented.
55 Odour.
56 Course of food.
58 In what manner.

Yesterday's Solution.



LETTER GOLF.

A SHOUT or two, and a great many YELLS feature to-day's letter golf match.



1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEN.
2.—You can change only one letter at a time.

THE HOCKEY CLUB.

TEAMS FOR PRACTICE MATCH AND FIRST FIXTURE.

The Hongkong Hockey Club's final practice match will be played on the Club Ground, King's Park, at 5.30 on Monday, when the teams will be: Whites—G. L. Gregory, G. Rankin, L. F. Nicholson, O. Bulley, L. A. R. Duncan, R. R. Todd, D. M. McDougal, R. K. Valentine, M. G. Marriott, E. D. Lawrence and T. J. Price.

Colours—W. Borrer, W. Woodward, J. Rodger, A. E. Botelho, R. M. Wood, J. E. Noronha, H. O. Davis, G. E. R. Dyer, E. W. Skipp, E. C. Fincher and C. C. Francis.

The First Match. The first match will be played against the King's Own Scottish Borderers on the U.S.R.C. ground at 5.15 on Wednesday when the Club's first team will be—G. L. Gregory, W. Woodward, J. Rodger, R. M. Wood, A. A. Dand (captain), J. E. Noronha, A. N. Oother, G. E. R. Dyer, R. W. Skipp, E. C. Fincher and C. C. Francis.

3.—You must have a complete word, of common usage, for each turn. Slang words and abbreviations don't count.
4.—The order of letters cannot be changed.
One solution is printed on another page.

IS YOUR HAIR LOSING
TONE or COLOUR?

TRY OUR

EGYPTIAN
HENNA SHAMPOO

For Restoring and Preserving
Natural Colour of the Hair.

THE PHARMACY
Tel. 6345. A. P. O. BUILDING.

FRECKLES AND HIS FRIENDS



Kidnapped!

By Blomser

Watson's
DRY
GINGER
ALE

IS UNEQUALLED—WHETHER AS
A REFRESHING NON-ALCOHOLIC
BEVERAGE—OR COMBINED WITH
WHISKY, BRANDY, OR GIN.

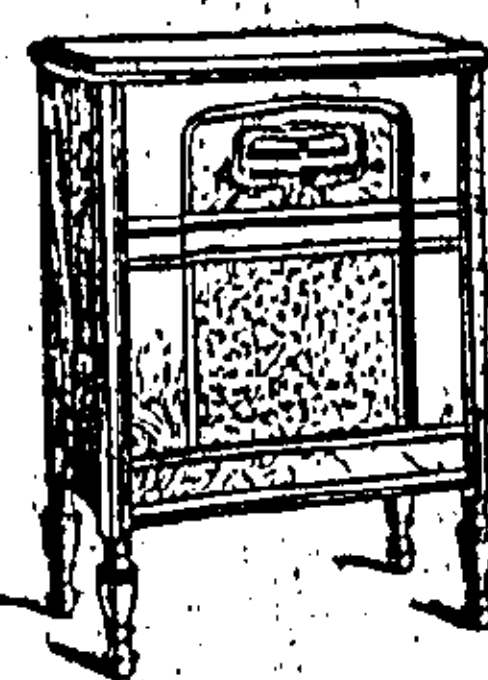
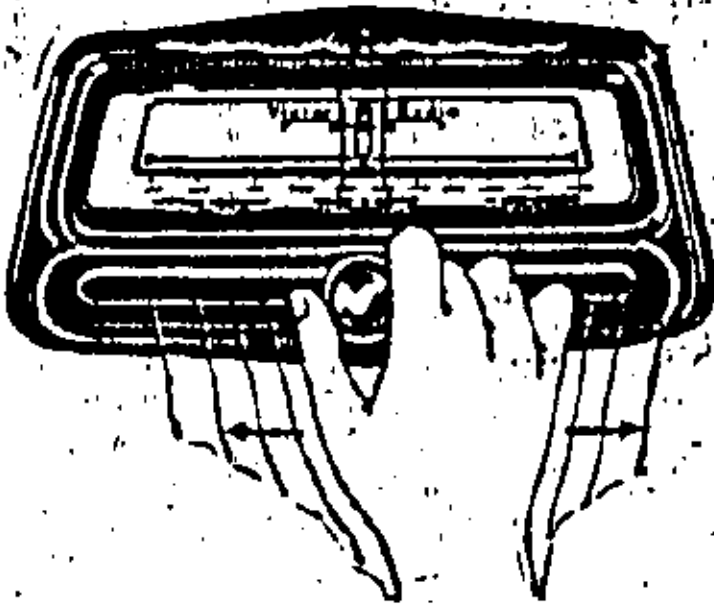
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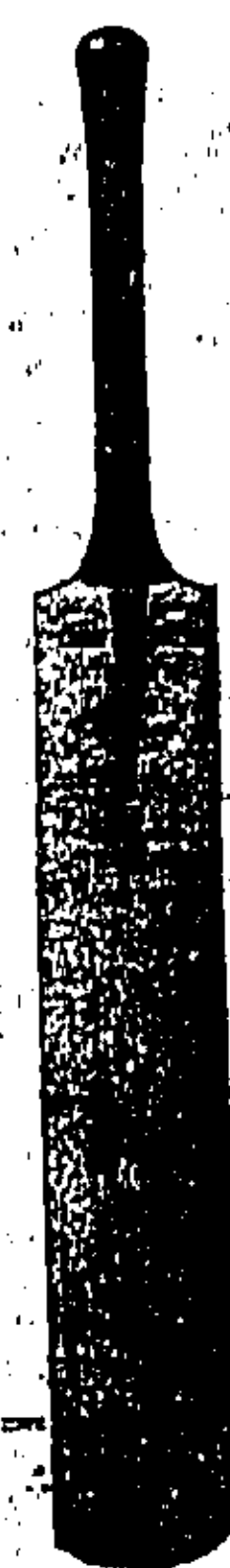
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WICKET KEEPING GUARDS

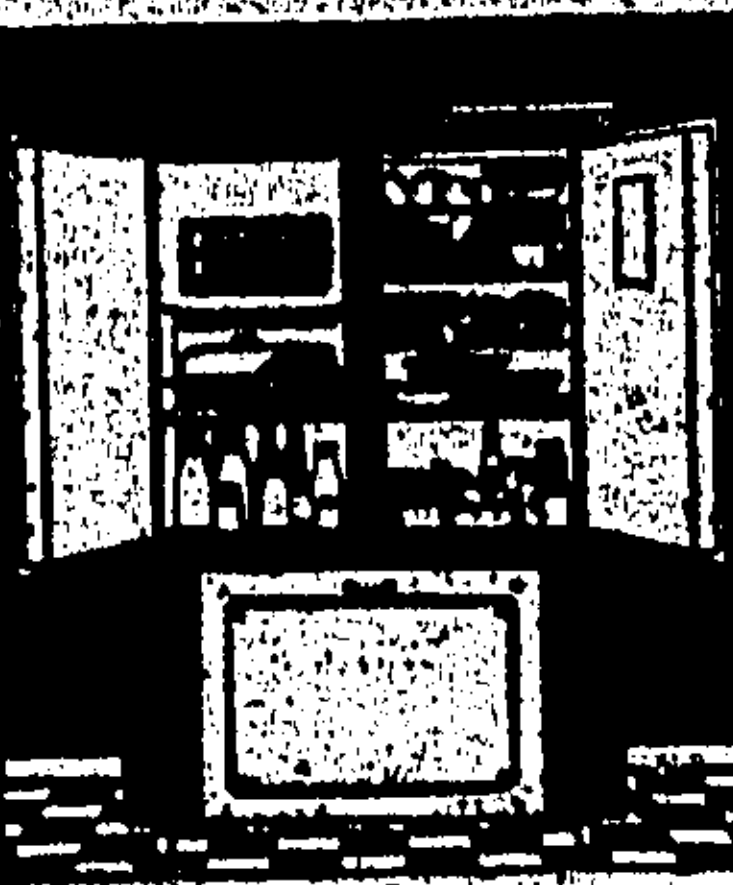
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BAGS, BALLS and SCORE BOOKS.

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BINDING BATS AND ALL
OTHER REPAIRS THOROUGH-
LY EXECUTED.

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TO GET YOUR
FRIGIDAIRE

THERE ARE DOMESTIC
MODELS OF FROM FOUR
TO EIGHTEEN CUBIC FEET
STORAGE CAPACITY.

OVER
1,000,000
IN USE THROUGHOUT
THE WORLD.
DODWELL & Co., Ltd.

HONG KONG & S. CHINA

The
Hongkong Telegraph

SATURDAY SEPT. 28, 1929.

TRAFFIC CONTROL.

There are some respects in which Hongkong is ahead of England. One of these is in respect of its laws controlling motor traffic. We have not here, except in certain controlled areas, any speed limit for motor vehicles, whereas at home there is on the Statute Book a law which prescribes that such vehicles shall not, under any circumstances, exceed a speed of twenty miles an hour. The Home law, of course, is not observed, but the fact remains that it is legally in force. There is now general agreement that it shall be revoked. Another point on which Hongkong scores is that the local regulations do make some provision for a driver's fitness to hold a licence, whereas in the Old Country, no such stipulation is applied.

The whole question of traffic dangers has just been investigated by a Royal Commission on Transport, most of the recommendations of which have already become known. The question of the speed limit naturally engaged that attention of the Commissioners, a fact which is not to be wondered at seeing that the present law on the subject is obsolete and is universally ignored. Side by side with the statutory limit of twenty miles per hour, there are public vehicles plying for hire—and licensed by the authorities to do so—at advertised speeds of double that limit, while cars are daily advertised for use on public roads which are built to travel at seventy miles per hour and upwards. It is not surprising, therefore, that the law has been brought into disrepute, or that a swelling tide of dissatisfaction makes its administration difficult. The Commission has therefore recommended the abolition of the speed limit, save for certain classes of vehicles, such as goods trucks, omnibuses and charabancs. It points out quite rightly that it is not to excessive speed, but to careless driving—perhaps at quite low speeds—that accidents are primarily due. As to the reason for making an exception to the suggested abolition of the speed limit in the case of certain types of vehicles, it has to be borne in mind that other considerations have to be taken into account—the special responsibilities of omnibus companies to their clients, and the

wear and tear inflicted upon the roads by heavy vehicles. Regarding the issuing of driving licences, the Commission appears to have been somewhat rigorous. The recommendation that every applicant for a driving licence should be required to make a declaration as to his physical fitness seems hardly to meet the case. Various motor-using bodies have urged that the institution of tests for drivers would not of itself prevent accidents, but that it might prove an aid to this desirable end can hardly be disputed. In any event, no convincing objection to the imposition of such tests appears to have been brought forward. Here in Hongkong, applicants for licences are liable to undergo such tests as to fitness that the police may prescribe, whilst provision is also made for passing a medical examination, including a test for vision.

One other point upon which the Royal Commission reported was the matter of third-party risk insurance. It expressed the view that the case for compulsory insurance is so strong that an attempt must be made to deal with it. The objection put forward by the motor associations appears to be that it would add considerably to the cost of insurance, but as one paper puts it, there seems no reason why it should not, in fact, work out the other way. If its effect were to stimulate among motor-users a demand for policies which discriminated against bad and inexperienced drivers, the cost of insurance might well be reduced and the level of driving capacity raised. This, at any rate, seems to be the Commission's view.

China in the Air.

Exhaustively exploring, in a paper read before the Engineering Society of the Hongkong University last night, the possibilities of the future of aviation in China, Mr. R. Vaughan Fowler put his finger on the key-essential to proper development in deprecating the haphazard methods at present in being. To put it briefly, to establish sound and reliable services it is necessary to reorganise completely all existing departments and equipment, and to begin all over again. Any other method will merely involve the expenditure of considerable sums of money in learning the lessons which are elementary in other parts of the world. We are heartily in agreement with Mr. Vaughan Fowler when he advocates that China should employ an Aviation Mission, on the lines of the Naval Mission which is being supplied to Nanking by the British Admiralty, its task being to teach the Chinese from the wealth of their experience in their particular jobs, giving China the advantage of avoiding the snags which have delayed progress in other parts of the world. If the Chinese Government is prepared to subscribe to this point of view, there is no reason why the country should not be as well equipped in three or four years, as any nation under the sun. The possibilities are immeasurable. The lack of adequate surface transport should at once be a guarantee of complete success. Even if the merchant is not sufficiently air-minded to trust his life and limb to his new-fangled invention from the West, he should quickly appreciate the value of speedy mail services, which, after all, are invariably the most profitable source of income to aerial enterprises. Mr. Vaughan Fowler's address is too comprehensive in its detail to permit of adequate treatment here, but its greater part will be found elsewhere in this issue, and we recommend its perusal to all who are in any way interested in the subject.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, been pleased to recognise Senor Enrique Gonzalez, Mexican Consul-General in London, as being in addition Mexican Consul-General for Hongkong.

DAY BY DAY.

WHENEVER I GO ON A RACECOURSE THERE IS ALWAYS ONE THING THAT STOPS ME BETTING, AND THAT IS THAT THE BOOKMAKERS LOOK SO PROSPEROUS.—Cecil Raleigh.

There was a clean bill of health in the Colony on Thursday.

The Gazette contains a new schedule for the use of recreation grounds.

The name of Dr. Yip Tai-ching has been added to the list of medical practitioners.

It is notified that the name of the Greyhound Racing and Entertainment Company, Limited, has been struck off the Register.

It is notified that His Excellency the Governor in Council has appointed Thursday, 10th October, 1929, to be observed as a general holiday.

It is notified for the information of owners and occupiers of tenements that rates for the fourth quarter of 1929, are payable in advance on or before the 31st October, 1929.

The silk forwarded from Hongkong by the Empress of Asia on the 4th September arrived in New York (St. John's Park) on the 25th September, having been 21 days in transit.

Details are given in the Gazette of the proposed leasing of about 102,700 square feet of foreshore and seabed at North Point. The annual rent is \$1,060 and the upset premium \$51,350.

At the Crown Lands Office of the P.W.D. on October 15th there will be offered for sale Kowloon Island Lot 2271, situated at Tai Kok Tsui. It has an area of about 9,920 square feet, and the upset price is \$17,360.

The forthcoming wedding is announced of Mr. Arthur Remondo, 10, Yue Kwong Terrace, Happy Valley, to Miss Edith Maria Crestejo, No. 67, Wongneshong Road, Happy Valley.

A young Chinese woman named Lee Ying (22), living at No. 11, Swatow Street, was removed to the Government Civil Hospital yesterday after taking a dose of Lysol disinfectant with the view of committing suicide.

CINEMA NOTES.

FINAL SHOWING OF "SHE GOES TO WAR."

Now in theme and decidedly so in its telling, "She Goes to War" is showing at the Queen's for the last times to-day which story reveals many startling qualities in a motion picture.

It glorifies the women of the world who gave their all during the gigantic conflict and chronicles their experiences in a most compelling manner.

Eleanor Boardman, heroine of this Rupert Hughes story is revealed in an entirely new characterization. It is totally unlike anything she has done heretofore. As the pet of society in a small community, she is first quite unlikeable, but when her regeneration takes place, she finds her way into the hearts of everyone.

Director Henry King has his characters decidedly human—there is not one exaggerated note in the entire production. He has graced it with charm, numerous comedy touches and dramatic highlights which lift it far and above the average war story and the average screen story.

John Holland, a find of King's brings to the screen that type of player we all love—the typical American leading man. His performance is without blemish. Edmund Burns, who had heretofore featured juvenile characterizations, turns from the beaten path and in the role of Reggie Van Ruyper reveals a new Burns and a character that holds one's interest throughout the picture.

At St. John's Hotel a surprise is in store for this chap's admirers. He considers the entire humorous highlights and then comes through with a remarkable performance as a dramatic player. Glen Walters, new to the screen, is the reason for many interesting moments. Margaret Seddon, Eula H. Jensen, Edward Chandler, in fact every principal and every extra player contributes as fine a performance, individually and collectively, as could be asked for.

"She Goes to War" makes splendid entertainment for every member of the family and is of such magnitude and distinction as to class it with notable screen epics.

OLD LONDON

As Seen From an Old Omnibus.

The recent centenary of the famous London "Bus" has called forth so many amusing and interesting recollections that more may be written, and the account of a daily ride from a northern suburb to the historical heart of the great city on the "Knifboard" of the old horse "Bus" may be of interest to the present writer's daily duty to take a ride for a number of months, nearly forty years ago, but a few years before the birth of the old horse-driven "Bus".

At this time, that was then called the "Knifboard" was still in existence, a seat running lengthwise like a spine along the top of the "Bus" upon which the passengers were back to back. Shortly after this time, the "Knifboard" gave place to cross seats, each accommodating two persons, a type which still prevails even on the ultra-modern "motor-buses".

The writer began his public school career as a day boy at Westminster School, one of the oldest and historically most famous of all English public schools. We, my brother and I, caught the first "Bus" early in the morning at the famous old hostelry, the "Swiss Cottage", Hampstead, and travelled thence to Westminster where we were set down at the lower end of Whitehall, at the corner of what was then known as Parliament Street. The "Bus" was painted a bright apple-green, and along the top was the famous "Knifboard".

Two more passengers, privileged persons, were accommodated on a box seat on either side of the driver, and enjoyed the distinction of conversation with that great man, whose knowledge of London was, like that of Sam Weller, extensive and peculiar, and who often bore no slight resemblance to Sam's father, Tony. While to occupy a box seat was undoubtedly a privilege, to do so did not require any special invitation, but a very special brand of courage, which I could not call up on the occasion of my first trip. I, therefore, sat meekly beside my brother, too awestruck and occupied with my forthcoming plunge into a new world to take much stock of the journey thither.

The next day it was otherwise. The great plunge had been taken, and it had given me courage for a lesser one. Moreover, I was alone, my brother having, for some reason, stayed away from school that day. So I was determined to capture one of the box seats, which one reached via the "Knifboard" and with the assistance of a little clambering. But when the "Bus" emerged from its stable, I noticed there was a different driver, or rather "coachman"—for "driver" was a word only used by the livery, the professionals always referring to themselves as "coachmen"; and well they deserved the term, for splendid coachmen they were, knowing all there was to be known about driving and horse-manship, to say nothing of a complete and ornate history, past, present and future, of the road they journeyed daily. They were cheery men, whose expansive good-nature beamed from equally expansive countenances. I had no hesitation in clambering over from the "Knifboard" and gaining the coveted seat. The coachman gave me a cheery good morning, and proceeded to cock an observing eye at me—his job encouraged observation.

"Ain't you some relation to the young gent I've been in the 'abit of drivin' a mornin' regular?" he asked, after a moment's pause. I replied that the young gent was my brother.

"I thought I saw a likeness some'ow." This was interesting. I had never heard of that likeness before, but since I had arrived at the new school the day before, folk had done nothing but draw attention to it. I suppose this had always escaped notice in the home, where one is accustomed to look for differences. "Ain't he comin' with us today?" asked my friend, after another short pause.

"No," I said, "but he'll be here to-morrow." These friendly remarks and inquiries established a real bond of union between us for the rest of the journey, which it made doubly interesting. Our first stopping place was another hostelry, the Eyre Arms in the Finchley Road, St. John's Wood. A peddler stood outside against the wall with several odds and ends for sale, among which I noticed an assortment of rubber rings, large and small; the small I immediately recognized as umbrella rings. As to the large, I was soon enlightened. The coachman beckoned to the peddler.

"Pole ring," said he, and the peddler detached one of the larger rings and handed it up. Then I saw what the double reins were for. They held the double reins in place where they crossed. The

ring was held for, adjusted in position and we drove on, while the coachman indulged in his inevitable little grumble. It appeared that he was expected to supply himself with these rings and other oddments, and that his salary which was, he considered, ridiculously inadequate.

These, however, were not his actual words—they were more descriptive. He resented this as an unfair imposition. He probably could not, certainly never would, recognize that fair provision was made for this in his salary. The rings resembling many other little items in big business, where due economy can be exercised only by those responsible for their purchase.

This little grumble took us as far as Lord's cricket ground, where the coachman in all innocence horrified me by saying: "You may be playing cricket there some day in the Eton and 'Arrer' match!" This remark made to a boy on his way to a public school, whose origin far antedated that of Eton or Harrow, was a little less than an insult. It reflected, "No doubt, he means well, and doesn't know what he is talking about." Our relations remained unimpaired, but reserved, until the domes of Mrs. Tussaud's, was opened for exhibition in sight, when we again got into conversation. And—like the Fat Boy in "Pickwick" the coachman set to work to make my flesh creep with allegedly authentic and apparently personal reminiscences of some of the grimmer denizens of that world famous institution.

But my thoughts were soon deflected to a more worthy member of Madame's establishment, and one occupying a better position there, for we were passing the bow windows of Mrs. Siddons's house in Devonshire Place, where she held her famous soirées and recitations. Then our way continued along Baker Street, so monotonously drab that it has the reputation of being the longest street in the world—and seems so sometimes.

Here a certain house was always associated in my memory with Sherlock Holmes. The great fictitious detective, it will be remembered, lived in Baker Street, and I always felt this must be the house. Indeed, were I ever to own it, I would put up a tablet to tell all that the great man lived there!

Soon we turned into Oxford Street, crossed Oxford Circus, where there were many more horses than to-day, and drove down Upper and Lower Regent (Continued on Page 7.)

WHO WAS?

CORIOLANUS.

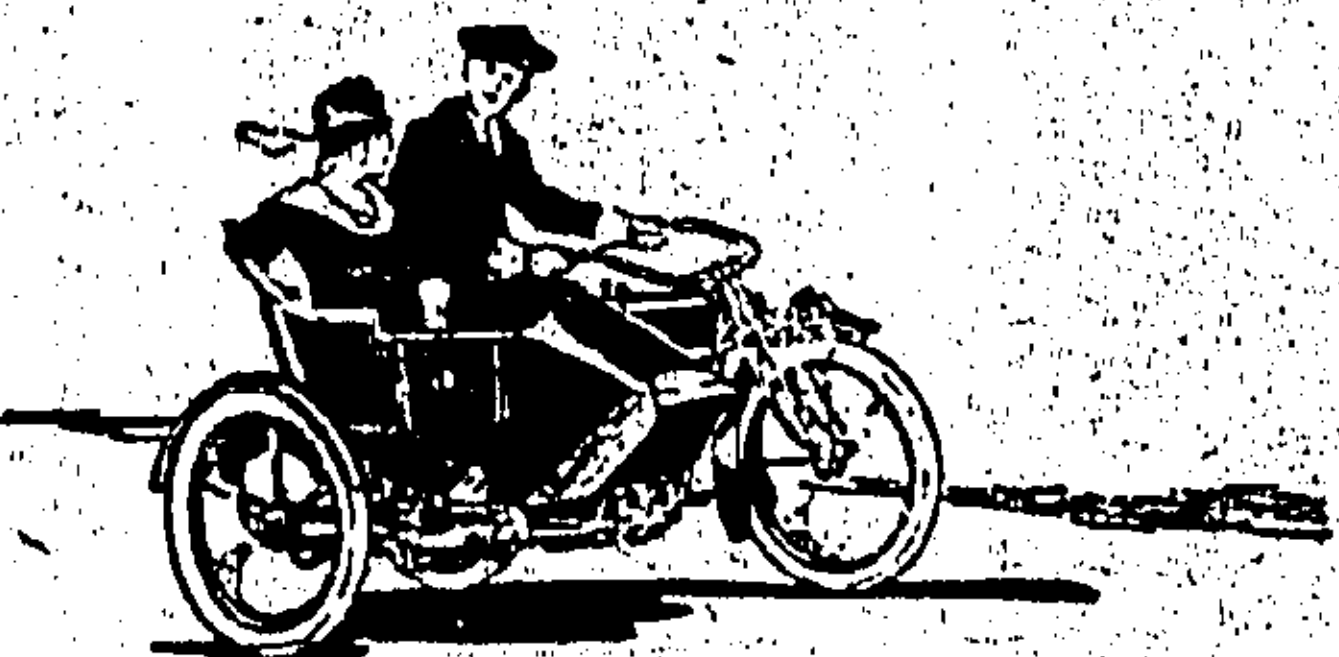
Calpurnius, a Roman General, distinguished himself by his victories over the Corioli, and was awarded the title of Coriolanus in honour of his achievement.

The son of a most formidable mother, Coriolanus was the proudest of all the proud Roman patricians, and when the time came for him to aspire to the rank of Consul it went very much against his grain to expose his wounds before the electorate in order to win their suffrage. Custom demanded that he should submit to this course, and he went through with it, as best he could, but when it was all over the leaders of the people came together, and decided that they had been insulted rather than wooed by the proud Coriolanus. They summoned him before them, and, after promising his mother to keep his temper in hand, he duly appeared before the Senate, fully intending to keep his promise. His nature, however, together with his loathing of the common folk, was too strong for him, and in no long time was addressing his judges as "You commoners of curs!"

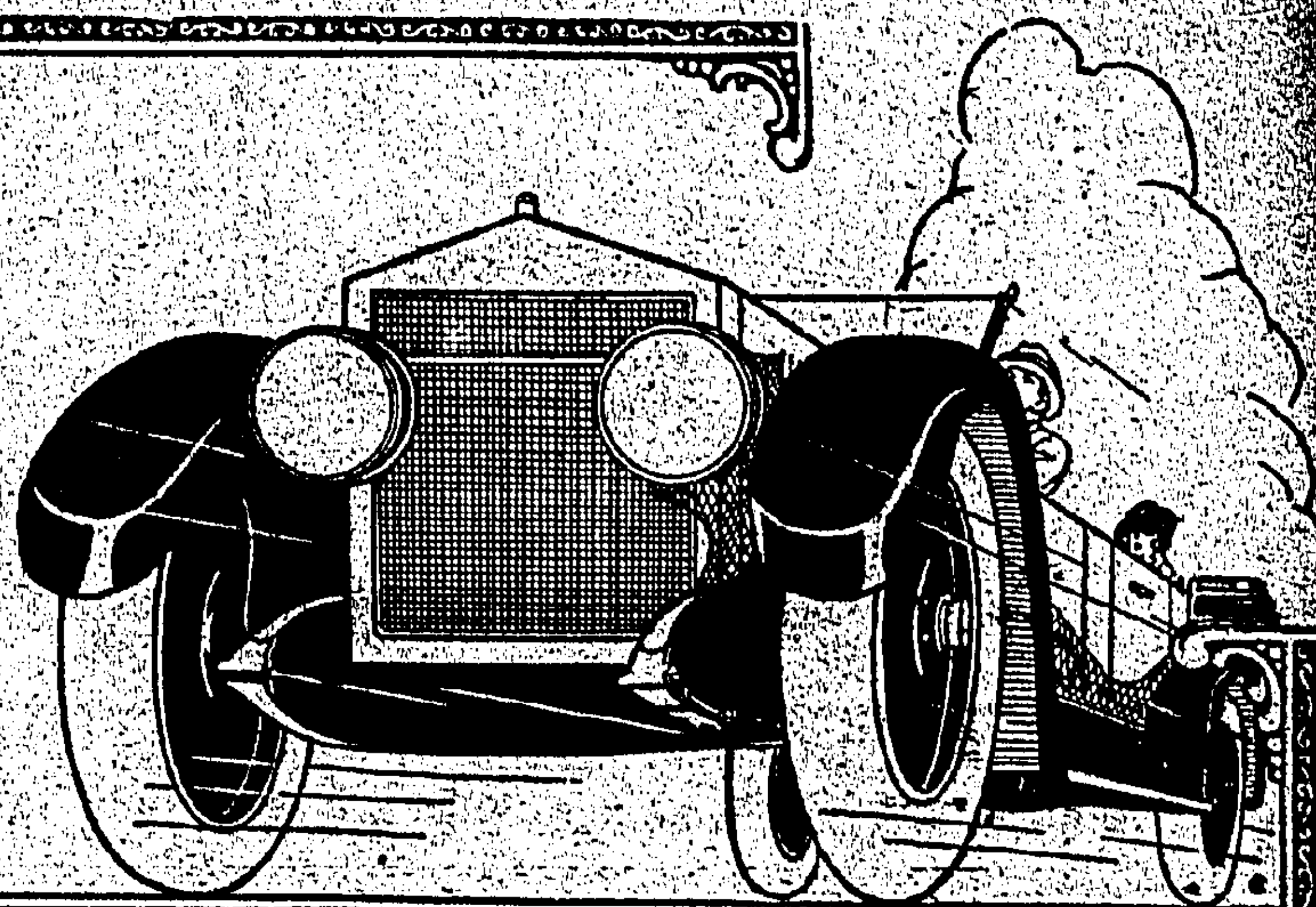
Sentence of banishment was passed, and Coriolanus haughtily took his leave, only to return at the head of a mighty army of his old enemies, the Corioli. His friends came out one by one to beg of him not to lay waste the city, but Coriolanus was adamant, until his mother, Volturna, arrived to seduce him from his purpose, as a result of which he was slain by the Corioli.

You will read all about this haughty Roman General in Shakespeare's play, "Coriolanus," or if you wish to study an earlier account of him, you will find one in Plutarch's "Lives."

MOTORING SUPPLEMENT



OF
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SATURDAY, 28th SEPTEMBER, 1929.
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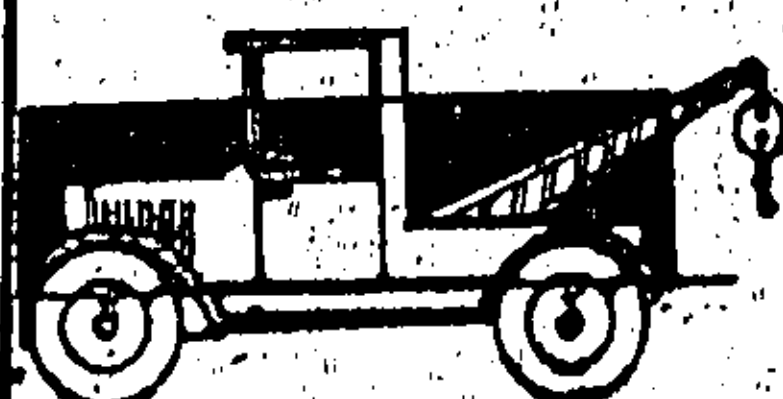
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CURRENT COMMENT

New Roads.

As could only be expected, there has been considerable criticism of the Saikung Road project, although it should be borne in mind that the protest against the heavy expenditure to be incurred is chiefly caused in view of the fact that there is other work of greater urgency which should be carried out first, two outstanding needs being the provision of vehicular ferries, and the completion of the 100 foot road between Causeway Bay and Quarry Bay. That the building of a new road over in the New Territory should be given priority over much needed work in congested districts, is beyond the understanding of the ordinary man, especially when it is remembered that the new road between Causeway Bay and Quarry Bay was commenced some considerable time ago, and then the work suspended on account of lack of funds! Surely ordinary business instinct dictates that one venture should be brought to a successful conclusion before another, and less important at that, should be started.

Value of Roads.

It must be conceded that the intention of opening up a large agricultural district over in the New Territories is a wise one, because better means of transportation can only result in bringing prosperity to the district concerned. This point appears to have been entirely overlooked in favour of the argument that a new residential district would spring up. Whether that really is so can only be conjectured, unless the Government has invited applications for sites along that portion of the new road. We very much doubt that. The incentive to trade is the most logical argument, and but for the fact that other works are very much overdue, there could be little cause for opposition to any effort calculated to foster trade.

A Dangerous Road.

The present road from Causeway Bay to Quarry Bay is certainly a dangerous one, and this fact was established years ago when the new 100 foot road was first proposed. To-day, traffic is very much greater, and is becoming

even more congested every day almost. The Tramway Company has just inaugurated a motor bus service from Blake Pier to Tai Koo, and this also is further argument for hastening the completion of the wider and safer thoroughfare. It is quite clear that the local community desires to see the Colony progress in the matter of new roads, and it is equally certain that public opinion is definitely in favour of the provision of vehicular ferries, but little sympathy can be expected when progress is started at the wrong end. Ever the building of the Saikung road is another argument in favour of vehicular ferries which would thus form the central link of an extensive and highly important road system. To forget the centre links is unforfeitable oversight. The Government might well adopt as a slogan:—"First things first."

Women Drivers.

Quite a large number of the fair sex have taken up car driving in Hongkong, and from observation, we should say that the majority are very careful and considerate drivers. There must be exceptions, and we met with one with almost disastrous result the other afternoon whilst ascending the Peak. The lady in question was at the wheel of an Austin "Seven," and led the way for some distance. A sudden stop by the Austin caused the driver of the following vehicle to swerve with the object of passing, no signal having been given that a stop was indicated. As a matter of fact, stopping was apparently the last thought the lady had in mind, for without the slightest warning, she proceeded to turn back in her tracks, having evidently driven far enough up the Peak on her little joy ride. Sudden application of the brakes of the rear car averted a collision, the only apology forthcoming being a sweet but guilty smile. It is to be hoped that the lesson will be remembered.

New "Harleys."

The new 1930 Harley-Davidson motor cycles arrived in the Colony yesterday, and motor cycling enthusiasts who are interested should make an appointment with Mr. Gascon without delay. Some noteworthy improvements are incorporated in these new machines.

ALL MARKED UP—AND DOWN.



PARIS SHOW.

Marmon and Roosevelt
Win Prizes.

FOR ELEGANCE.

A new Series Marmon 68 roadster and coupe and a Marmon-built Roosevelt Eight collapsible coupe all were awarded high prizes at the recent Elegance Show at Bois Boulogne, Paris, according to word just received at the Marmon-Roosevelt factory.

The show is an annual event with all cars entered by women who are their actual owners. In the judging and awarding of prizes both the appearance of the car and the costume of its owner-driver are taken into consideration.

Out of a field of more than 250 entrants the Marmon 68 Roadster, owned and driven by Madame Lysiane Bernard, won the grand prize. This car, a sport model, was cream with maroon striping and maroon wire wheels, Madame Bernard wearing a sport costume to harmonize.

Honour prizes were awarded the Roosevelt and the Marmon 68 coupes in the Paris contest. The Roosevelt entered was the first collapsible coupe of this line to be received in Paris and its general appearance and body lines were the object of much comment among the participants in the event.

The victory of the three Marmon-built cars is particularly significant in that Marmon roadsters and collapsible coupes have won several other prizes in recent European automobile beauty contests. Earlier in the year a Marmon 68 roadster, similar to the winner at Paris was awarded the prize of honour in an Elegance contest at Cannes, famous resort on the French Riviera being driven by an American girl.

Previously a Marmon-built collapsible coupe won the Grand Prize of Honour at Deauville, another noted French resort, in a contest where comfort and flexibility of the car in addition to beauty were judged. This event was held immediately after a 120-mile road race from Paris to Deauville, also won by the Marmon.

COCKTAIL CAR.

Fair Competitor at
Brighton.

RECORD RUN.

A girl aged seventeen, the youngest competitor in the Brighton motor relay races led the procession of cars along the Maders-drive, pulled up, and smiled.

She smiled at her father, who had accompanied her all the way from John O'Groats. She smiled at Brighton generally, and she smiled at the Pressmen. She is Miss Kitty Brunell, and to quote her own words, "All British."

Thirteen of the competing cars started from John O'Groats, but one—the superstition apparently cannot be denied—had to fall out. Other cars came from Newcastle, Birmingham, and Manchester, and others started from London. There were also four towing out-board motor-boats on trailers.

Motorist From Birth.

Miss Brunell, who began her motoring career at the age of five weeks, and has motored ever since, provides an example of what a woman can do in the way of making motoring comfortable when she sets her mind on it.

"I'll tell you something about the seat now," said Miss Brunell. "In the first place, the back of it comes right up to my shoulders, thus giving me the most complete support, and in the second place, it is designed to tilt back to three

CANTON'S MODERN PASSENGER TRANSPORT SERVICES.



The above picture forms a vivid contrast of the Canton of but a few years ago. Regular motor bus services are now maintained, and new roads radiate from the city to the outlying districts. It is not difficult to imagine the day when motor bus services will be operated between Canton and Hongkong. (Photo: Canton News Agency)

BETTER ENGINES.

More Care Needed.

[By Israel Klein.]

We have better engines to-day, but they need proportionately more care than those of previous years. The reason is obvious. The finer a mechanism becomes, the more it is apt to get out of order. Care alone, and constant care, good driving and regular attention to lubrication and other important details will keep that motor operating at its highest efficiency.

The high compression motor of to-day retains its high compression so long as it is kept tightened up. The valves must seat properly, the pistons must fit snugly, the gasoline mixture must be perfect, the timing must be just right. Let any of these details be ignored and the entire engine will slump in its work.

A high compression engine then becomes a low compression motor, one hardly comparable even with that formerly built.

The stresses and strains produced by the high compression of the modern motors are such that they cause havoc to the various moving parts inside unless proper oiling is maintained constantly and unless the motor is kept tight.

Due to the heavier rounding of the engine there is more liability of some leak forming and resulting in reduced compression and power. A much heavier blow is struck by the burning gasoline in the smaller combustion chamber of the present motor, and the strain on the piston pins, the connecting rods and their bearings is tremendous. The wear against the cylinder walls is greater and the push on the crankshaft bearings is heavier.

Forced feed lubrication through the crankshaft and connecting rods, and crankcase ventilation of modern motors have been designed so that effective lubrication is maintained. But the primary object depends on the motorist

positions. There are cupboards in the back of the seat, and each contains what looks like a small attaché case, in green, to match the car.

There is a cocktail bar in one attaché case, and a tea-set in the other. Every tool is in a separate green baize nest in a sliding drawer under the front seat. Her time from John O'Groats to London was just under twenty-six hours for 797 miles. She is concentrating on the Concours d'Elegance, and has even gone so far as to have a dress specially made in the colour scheme of her car.

himself. That is the task of seeing that there is always enough oil in the crankcase and that it is still in good lubricating condition.

The oil cleaner that comes with practically every automobile to-day is one of the most important parts of a properly operating power plant. If that isn't cleaned out every 10,000 miles or thereabouts, there is danger of some of the dirt that it ordinarily would keep from the oil clogging up the system. And the clogged spot is hard to find.

In order to maintain the original compression and power of a modern motor, the motorist should see that the valves are ground to fit their seats about every 10,000 miles or so. Carbon in the combustion chambers should be cleaned out. The spark plugs may need renewal at the same time.

The heavy pounding of the motor may loosen the cylinder head. This should be tightened down evenly from the centre out-

ward and it should be kept tight at all times.

The timing must be right, or sparking will come at the wrong intervals in the combustion chambers and detonation and loss of power will result. A slight drop of oil in the distributor every 600 miles or so will keep that part operating effectively. But it should be checked up as to proper timing by an ignition expert every once in a while.

Of greatest importance is the type of lubricant used in high compression motors. These motors are much hotter than those we had in previous years and will therefore make short shrift of poor oil. What makes lubrication worse is the unburned gasoline that finds its way into the crankcase due to improper timing or perhaps an improper mixture through the carburetor. In summer this mixture should be as lean as possible, especially when long journeys are made.

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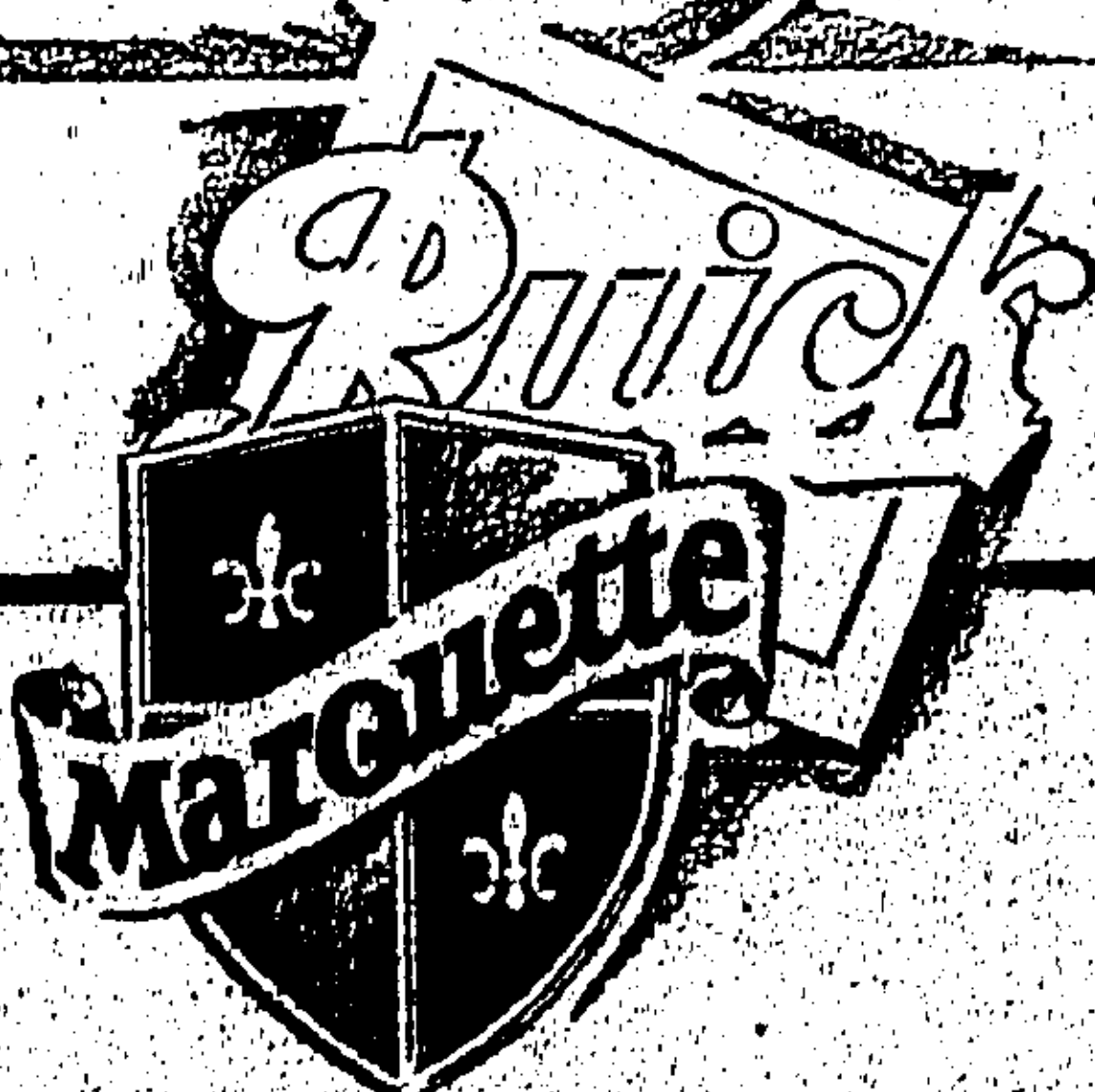
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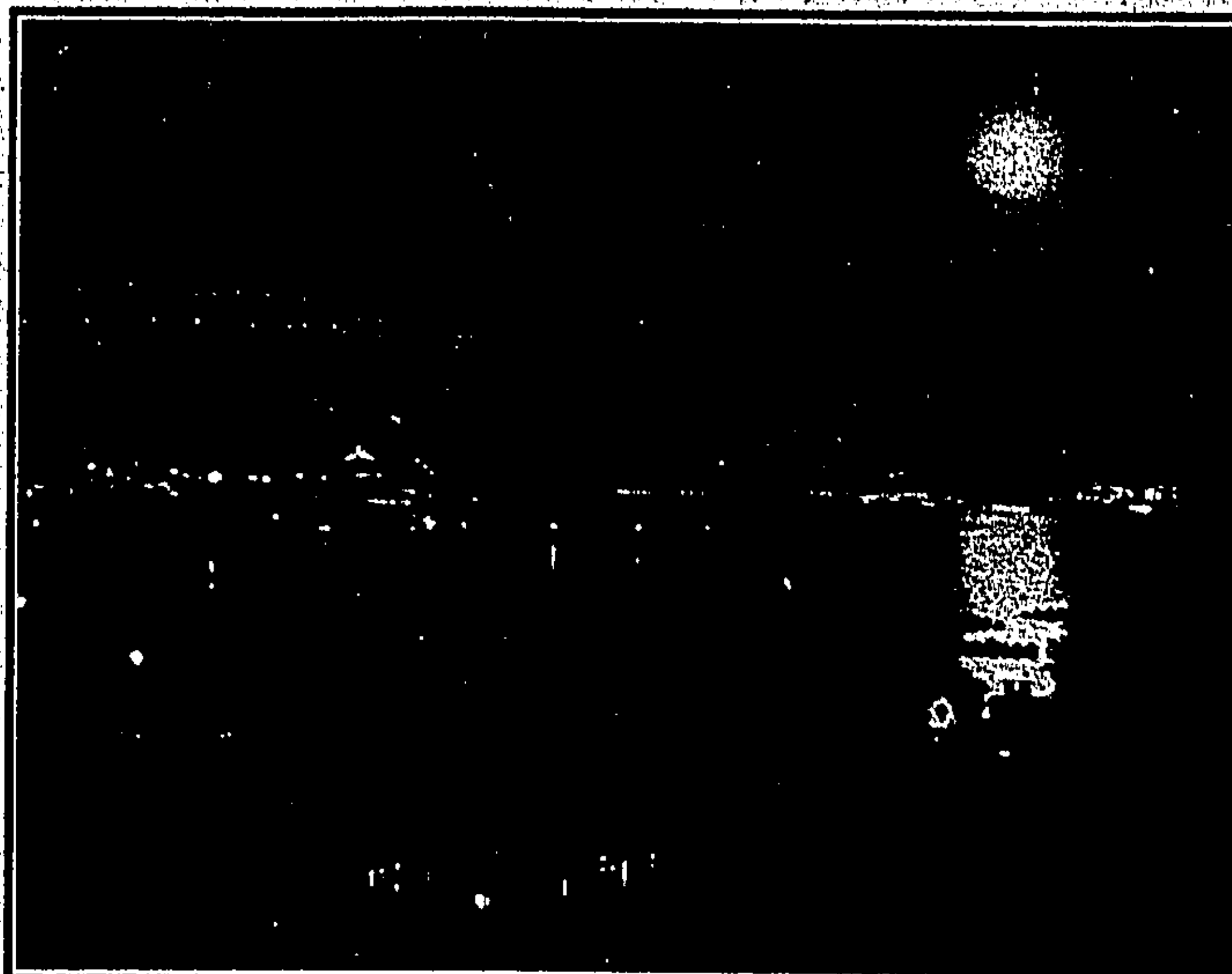
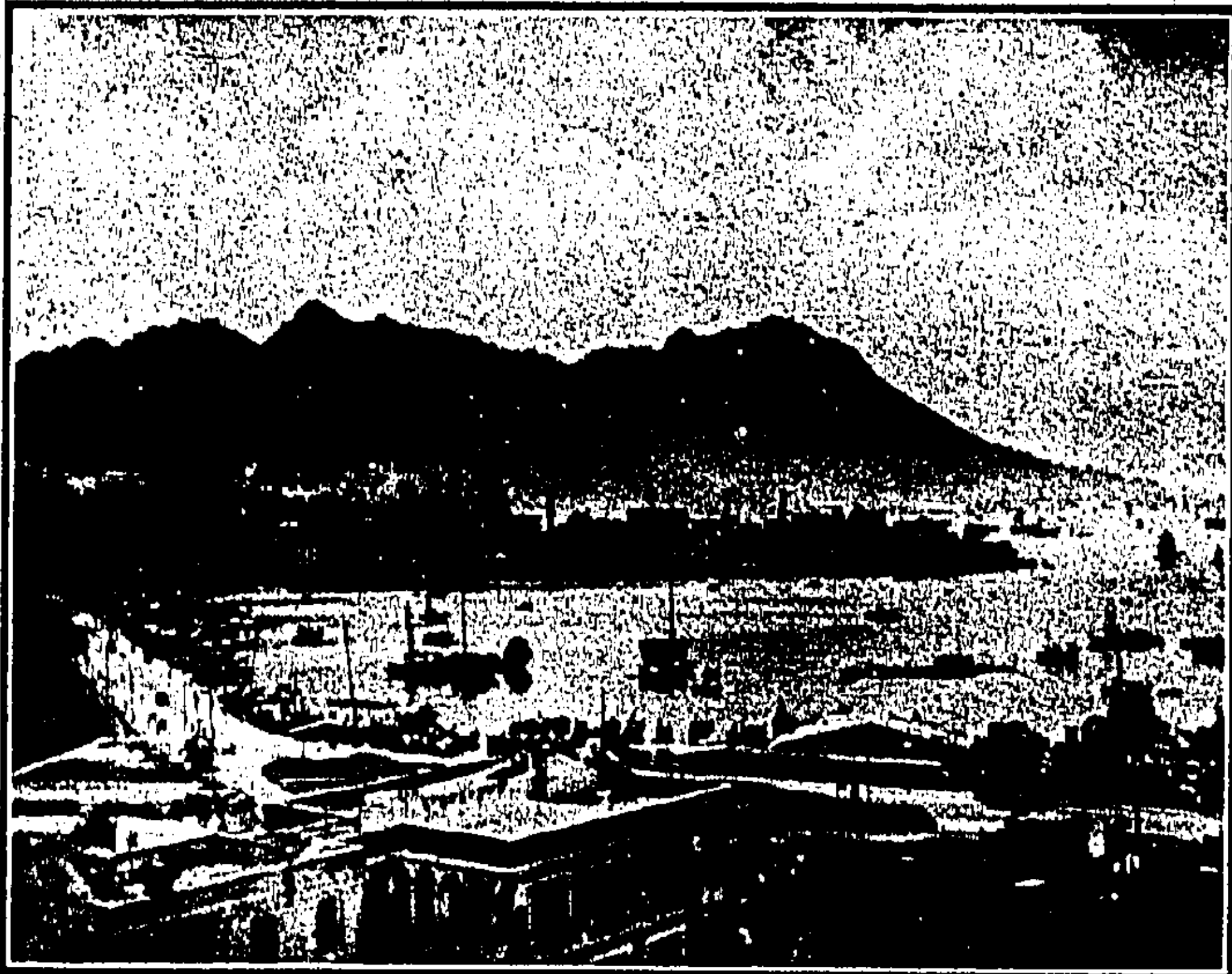
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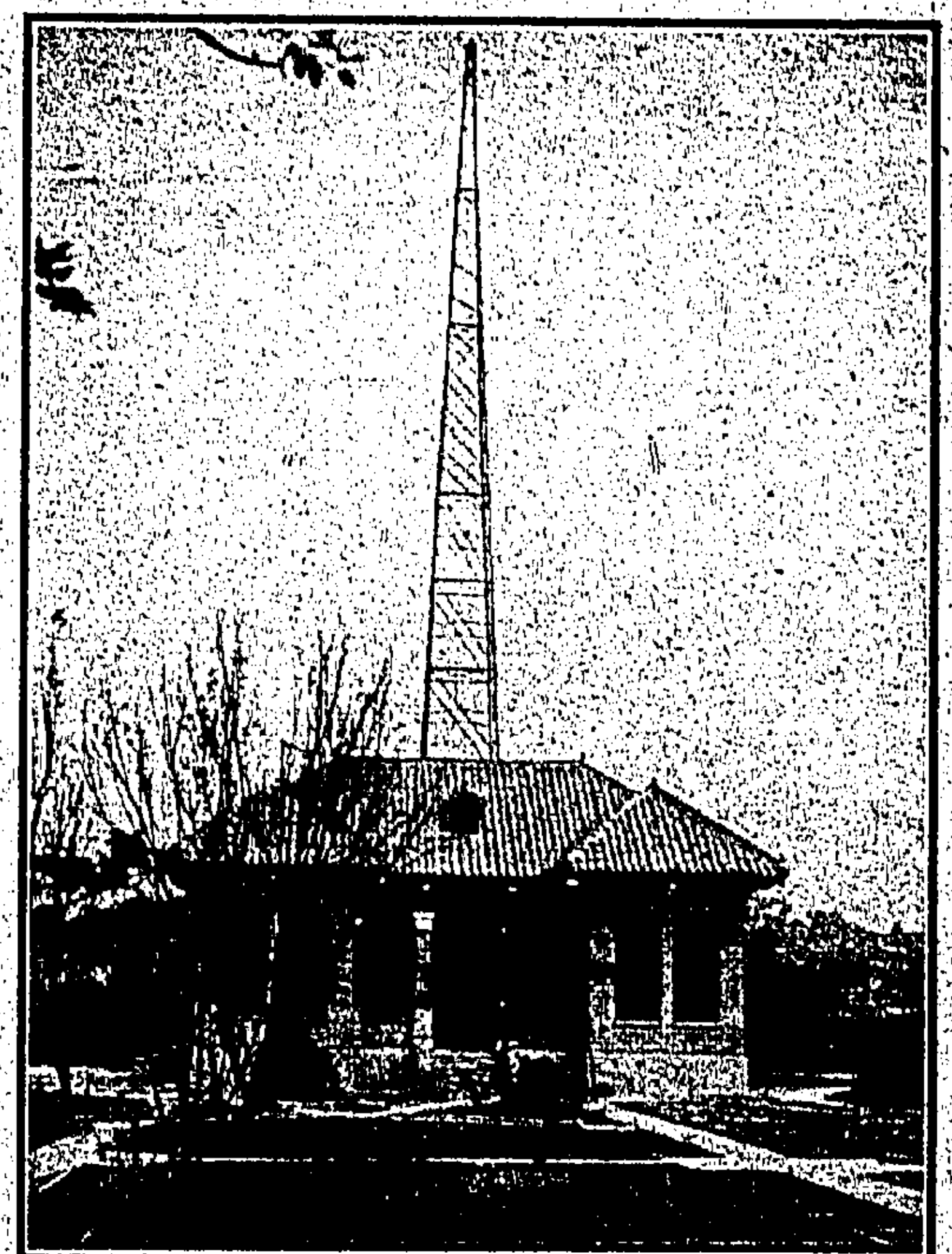
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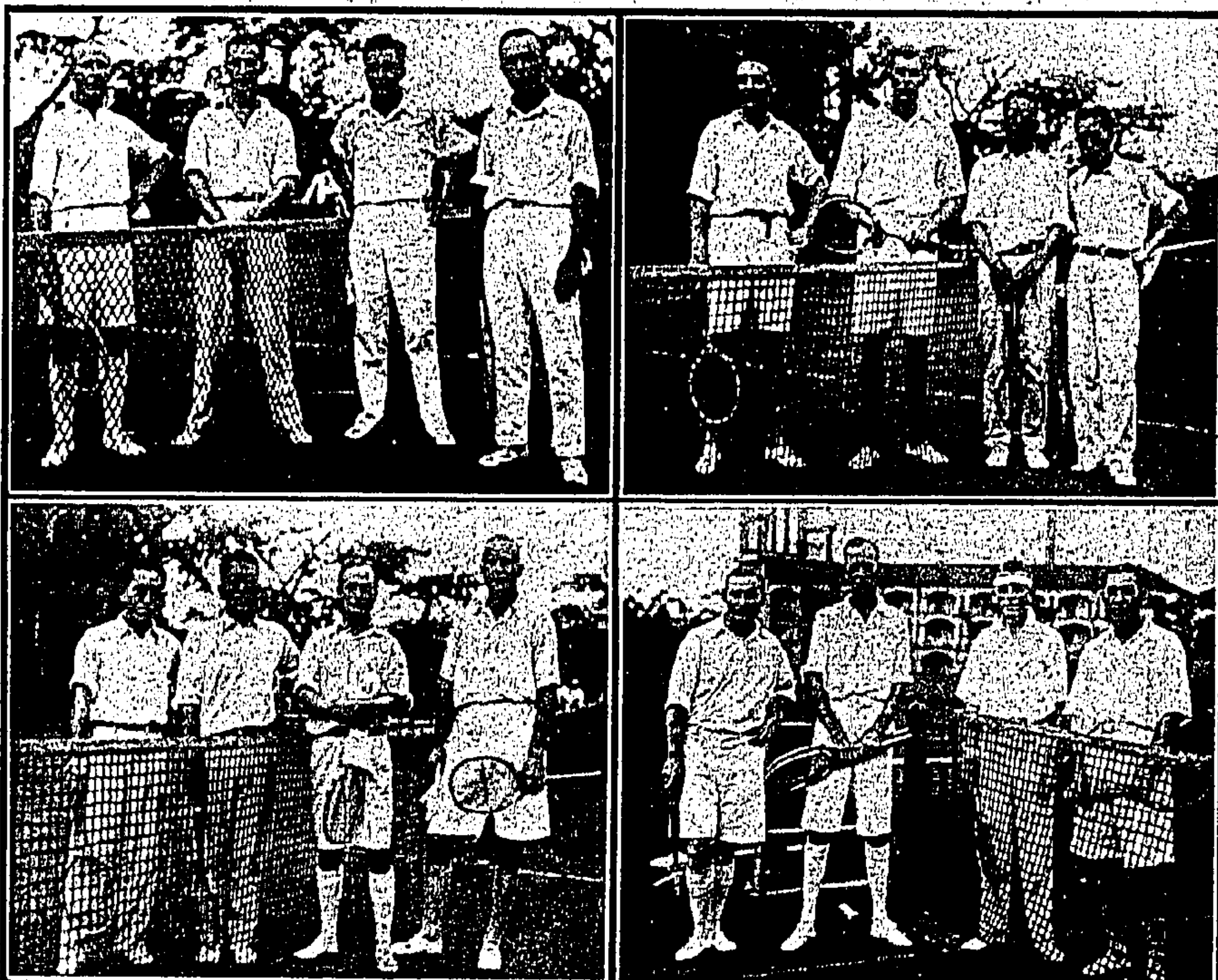
THE CHINA TEA Co.
David House, Hongkong



Above are two striking pictures of Hongkong taken from the same position at Causeway Bay, showing part of the island at day and at night. The moon-light view is particularly good.



Above is shown the Canton Broadcasting Station, situated in the Municipal Gardens. The programmes sent out from this station are regularly picked up in Hongkong. (Photo: Canton News Agency).



Players participating in last Saturday's "At Home" at the H.K.C.C. Left to right—Top: McEachran & Goldman with E. C. & E. F. Fincher; Armstrong & Owen Hughes with Yoshida & Akiyama; bottom, Yoshida & Ikiyama with Sewell & Lawrence; Valentine & Humphreys with Bodiker & Green. (Photos: Mee Cheung).



Play in progress in the polo match between the Somerset L. I. and "The Typhoons," which the former won. (Photo: Mee Cheung).



OLD Clothes Made NEW

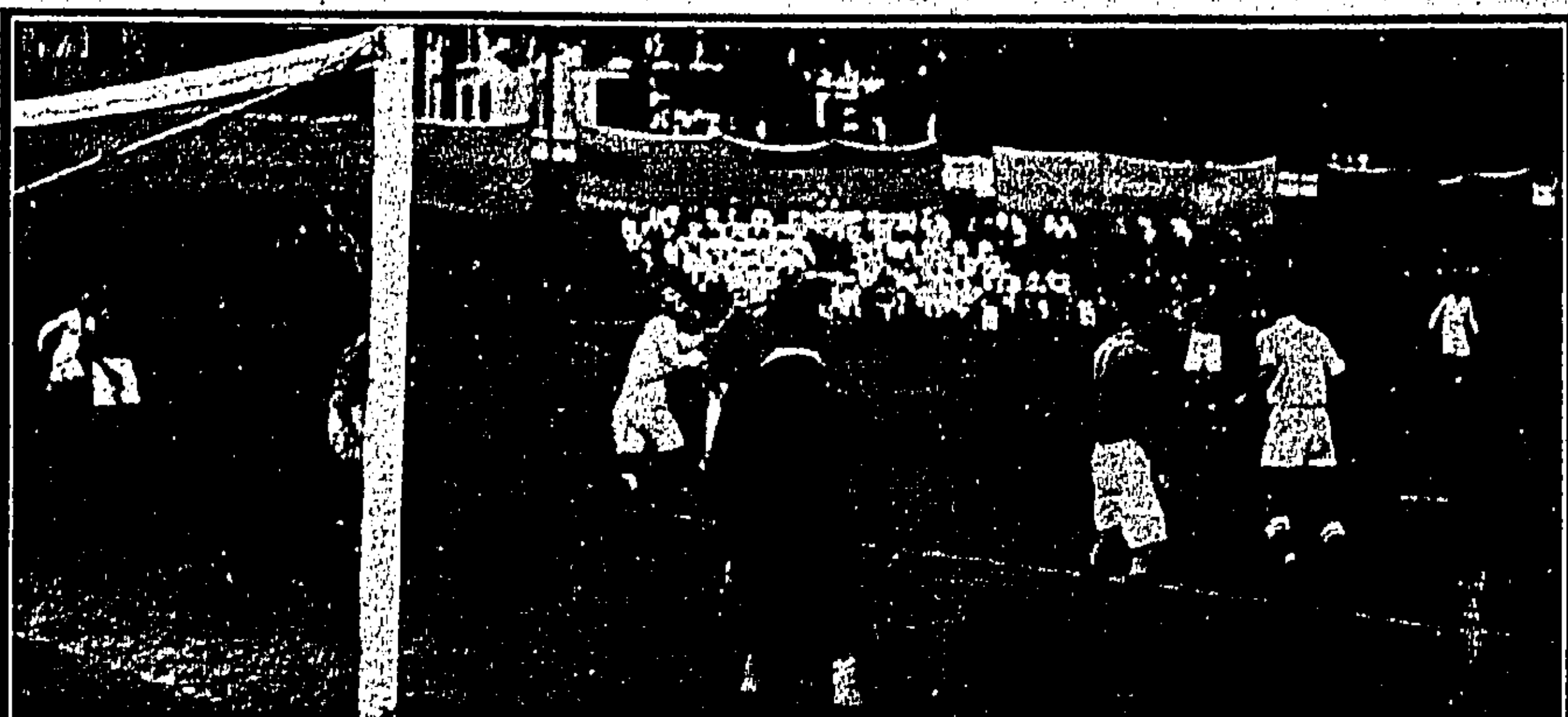
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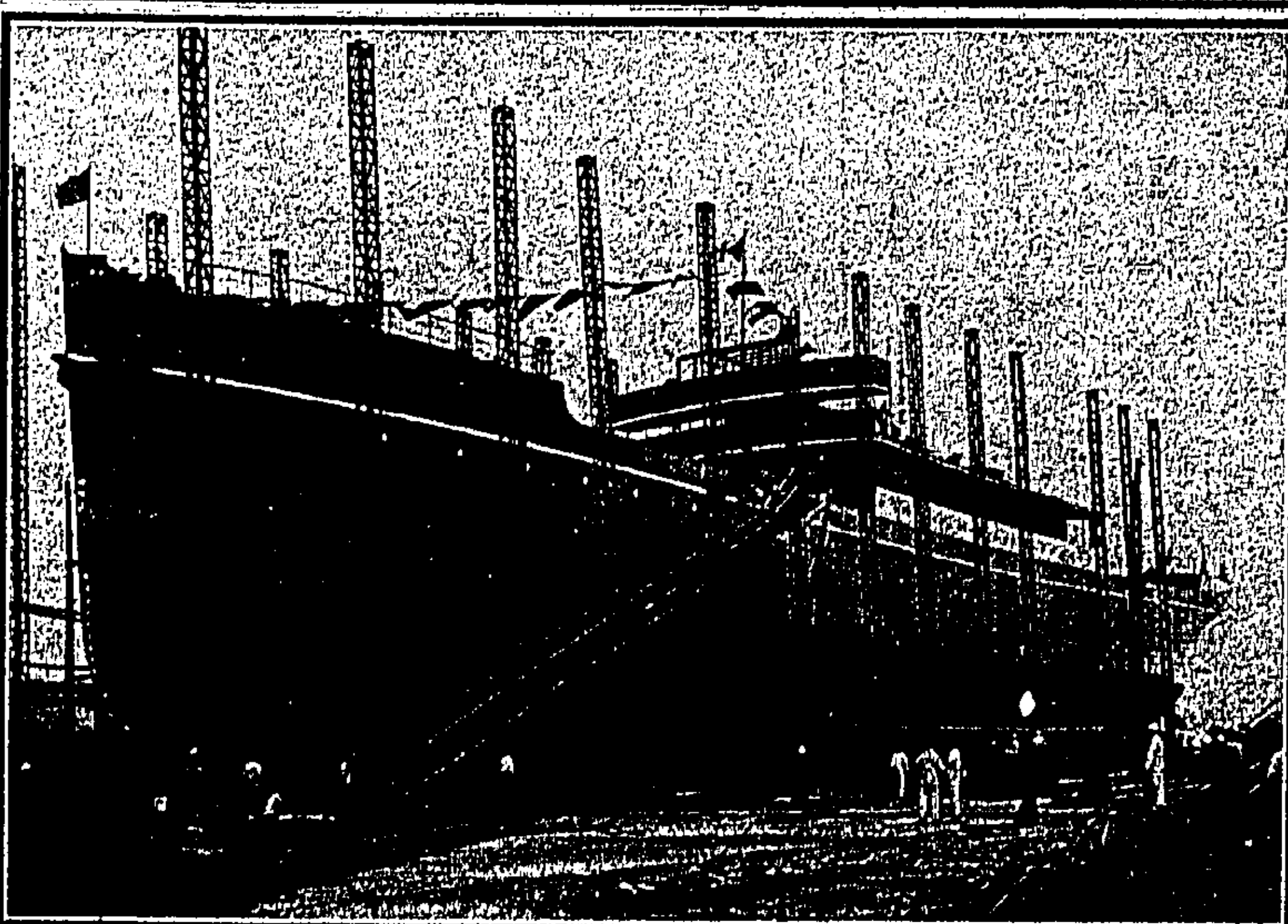
19, Wyndham Street
143, Wong Nei Chong Rd.
73, Caine Road.
36, Nathan Road.
88, Tai Sap Po, Canton Branch.



Another snapshot of the match between the Somerset L. I. and "The Typhoons," on Friday of last week, which the former won by two goals to one. (Photo: Mee Cheung).



An interesting football match took place last Saturday when South China defeated an Army team by three goals to two. Here is a snapshot showing the Army on the defensive. (Photo: Mee Cheung).



Photos, supplied by courtesy of the Takoo Dockyard & Engineering Co., Ltd., taken on Saturday, on the occasion of the launching of the China Navigation Company's fine new steamer Tai Yuan, which is to be placed on the run between Shanghai and Canton.



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SNOWDEN'S METEORIC CAREER.

TRIUMPHS EXTEND OVER MANY YEARS.



Philip Snowden, Socialist Chancellor of the Exchequer of Great Britain, finds himself to-day in the totally unexpected role not only of hero of his own party, but one enthusiastically backed by the Opposition parties, lauded with unanimity by the entire British press and the entire British nation.

He is the miracle man of latter-day British politics. If six years or even six weeks ago, anybody had been rash enough to predict such a thing, he would have been marked as crazy. And it is all because, for the first time in six years, a statesman has battled for the hard-pressed British taxpayer by telling Britain's late Allies that Britain is not going to suffer because of their financial plans.

A Contrast in Men. It is the turn in the long lane. For five years, in every conference designed to liquidate the debt and mollify old hatreds, Britain was represented by Sir Austen Chamberlain, Foreign Secretary in the Tory cabinet. He came to be considered in some circles a wooden lath painted to look like steel. He was deemed the foil to Briand's kite. What the French wished, he largely agreed to.

So when The Hague conference of the powers was called to take up the Young plan for the final settlement of reparations Germany was to pay, nobody looked for much trouble from England.

But they forgot Snowden. He is no wooden lath. He is all steel. Where Chamberlain, in highly polished diplomatic language, was accustomed to call a spade an agricultural instrument with

which one loosened and removed earth, Snowden in plain language called a spade a spade. It shocked the French, who called him a cad, and the more they insulted him in their press, the more the British cheered their champion.

What Young Plan Provided.

The high spots of the Young plan were three:

It altered the percentages of reparations the various nations were to get from the figures adopted at Spa—and to Britain's loss.

It divided the payments Germany was to make into two classes, unconditional and conditional. The former were to be paid by Germany in any event. The latter were to be postponed or suspended in case Germany had financial difficulties. The payments to France, Italy and Belgium were to come largely out of the unconditional reparations. Those of Britain were to come largely out of the conditional payments. The other countries were, therefore, sure of their share. Britain was not. And, furthermore, a part of the reparations was to be made in goods—largely to Britain.

Snowden plainly told the conference he was not having any. He would not agree to any alteration of the Spa percentages which meant a net loss to Britain. He wanted a larger percentage of the unconditional payments to be allotted to Britain. And he was unwilling that Germany—a keen industrial competitor of Britain—should dump reparation goods into Britain.

Champion of the Taxpayer. The British taxpayers rubbed

their eyes in amazement when they read all this. Here was somebody at last battling for them. And, of all things, the hero who was doing it was the man they had been taught to fear the most. When the Labour party was going on from strength to strength, the Tory and Liberal leaders respected the emotional and romantic Ramsay MacDonald, but they dreaded Snowden as a man who worked according to logic and carried his logic to the point of ruthlessness.

Snowden's career is one of the romances of world politics. He was born 65 years ago, his father being a poor weaver of Cowlton. The son had an aptitude for books. Largely by his own efforts he educated himself and entered the British governmental service through its civil service ranks.

But when he was 29, one day while riding a bicycle, he had an accident which broke his frail body. He hovered between life and death. His former work now was impossible and for a year he lay in bed passing the long hours by reading. He had been a Liberal in politics. His studies made a Socialist of him.

His Political Rise.

When Snowden was able to leave his room, he was doomed to go through the world with the aid of a pair of sticks. He made his living by lecturing and writing. He became chairman of the Independent Labour Party for a long period of years. He contested the House of Commons seat in the impregnable Tory town of Blackburn in 1909, but was defeated. He was elected in 1906 and held the seat until 1918, when he was defeated, because, like his chief, the present Premier, he was a convinced pacifist and said so all during the war. In 1922 he went back to Parliament.

His greatest triumph hitherto came on April 12, 1924, when, as Chancellor of the Exchequer in England's first Socialist Government, he introduced his great budget in which he took the tax off the people's breakfast table.

Wins Epic Tribute.

It was a dramatic scene. He stood there in the House of Commons, his sticks by his side. His face attracted attention with its blue eyes hollowed by suffering, his strong, well-formed nose, his thin, determined lips. He spoke for hours. The increasing pallor of his always white face showed the physical pain he was suffering. But from every side of the House, regardless of party, came the cries: "Go on! Go on!" It was a very rarely paid tribute.

Snowden is a master of lucid exposition. He revels in figures. He is a formidable debater, with an acid style that burns. And he flashes out memorable phrases as

PREMIER WHO ALWAYS COMES BACK.

A CHARACTER STUDY OF M. BRIAND.

M. Aristide Briand, the new Premier of France, is the most picturesque figure among world statesmen to-day.

Any man who is a failure at 35 and then rises to become Premier of his country 10 times must have more than a prayer and luck.

This 67-year-old wizard of statesmanship, whose ancestors were Bretons, has become a habit with the people of the Third Republic. He formed his first cabinet in 1909 and has been doing it at intervals ever since.

He Outdoes the Cat. Nine times his government has fallen and he has gone down in collapse, but he has proved himself to have more "political lives" than the proverbial cat.

Born in Nantes in 1862, Briand became, early in life, a socialist, a champion of the cause of the working classes.

At 35, this maker of cabinets was seemingly a failure in his chosen profession—law. Half newspaper man, half lawyer, he preferred the easy life in the cafes of Montmartre, associating with his Bohemian friends, to serious affairs of state.

He served his first term in the Chamber of Deputies in 1902 and seven years later was asked to form his first cabinet. Nine times he has repeated it. It is a record for all the world.

Made Soldiers of Strikers. With one bold stroke, in 1910, he settled a national railway strike by issuing a mobilization order calling the strikers to arms. Then he ordered them, as soldiers, to man the railroads.

Whether the occasion is an ordinary national crisis, of which France has so many, or whether it is a matter of international significance,



cance, the French people seem to turn to Briand as a matter of course. The very adversaries who caused his downfall come back later beseeching him to forgive and take the helm again in a crisis. He consents with indulgence that makes Parliament appear like a naughty child.

Indolent in manner, he moves slowly and calmly. His long, curly hair falls over his collar. His moustache droops in a long half curl. His hands are small and expressive. The bag end of an eternal black cigar or cigarette hangs from his lips.

Briand's personal tastes are exceedingly simple. When he is not in the Chamber of Deputies or his small apartment, he is on his farm in Normandy, where he raises pedigreed sheep and indulges in his favourite pastime of fishing. It is said he hatches plots against his enemies while watching the fish nibble at the bait.

Briand loves the contemporary—the latest novel and to-day's newspapers. Having reached 67 years, he finds the relaxation of fishing, his bachelor flat, his glass of wine and his slippers a much finer elixir of life than the theatre, the cafe or, even, the Chamber of Deputies.

Briand's eloquence is one of the factors in his amazing success. He denounces and woos, mocks and persuades.

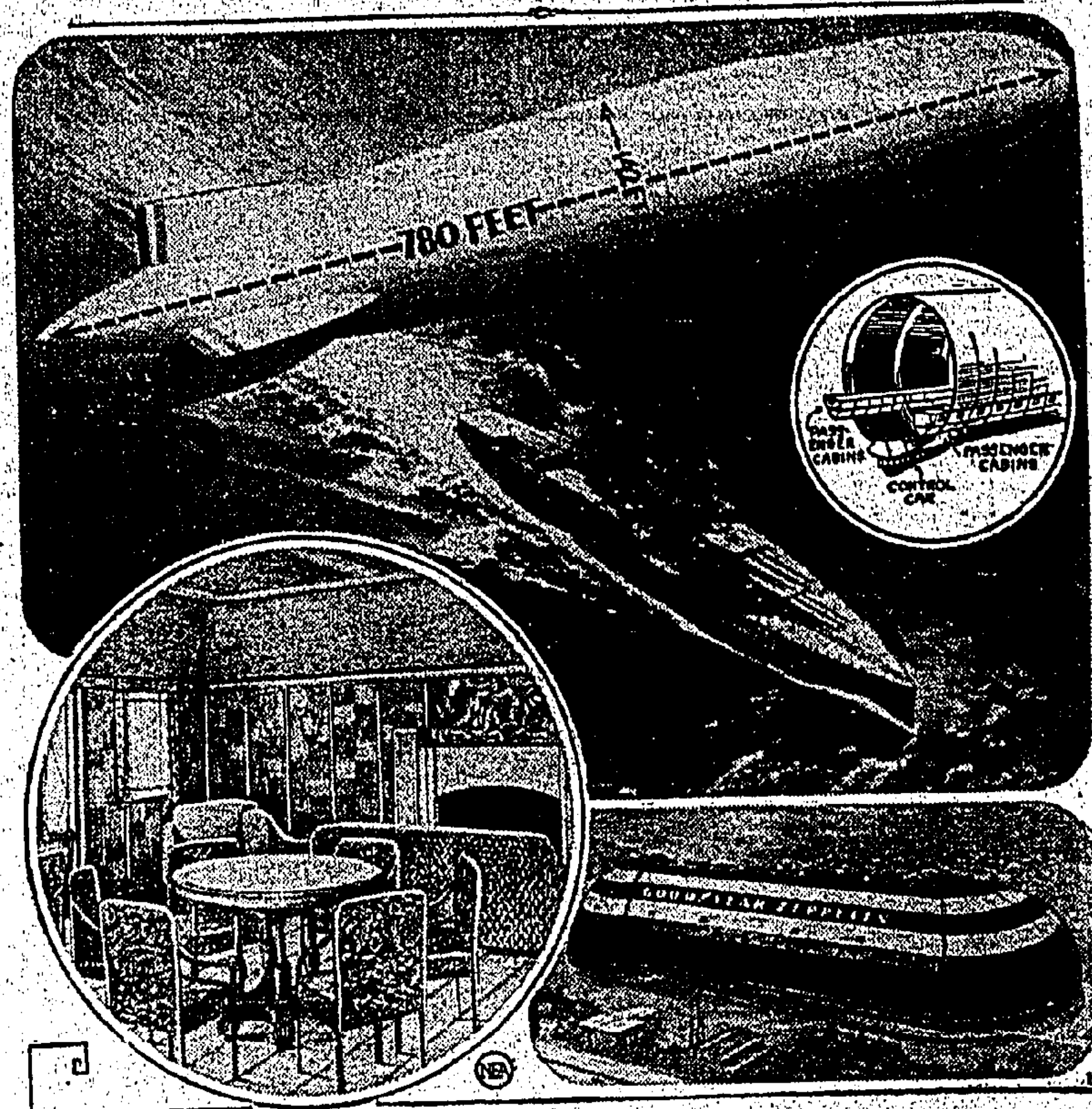
His voice is mellow, musical and generally even. His favourite attitude is to bend over his voice almost to a whisper. A tense silence always follows.

Like President Doumergue Briand has never married. Of Raymond Poincare and Briand, Clemenceau once said: "Poincare knows everything and understands nothing. Briand knows nothing and understands everything."

he goes. He is credited with having originated the phrase—"the idle rich." A popular, and more recent saying of his is: "A few years ago it took four sheep to clothe one woman. Now one silk-worm can do it."

AMERICA'S NEW AIRSHIPS.

BIGGER AND BETTER THAN THE ZEPPELIN.



The composite picture above shows how one of the U. S. Navy's two new dirigibles, now building at Akron, Ohio, will look as compared with the Graf Zeppelin. The sketch shows the enclosed construction. Below is an interior of one of the roomy cabins, and a view of the huge hangar at Akron, now nearing completion, where the great dirigibles are to be assembled.

As the globe-circling dirigible Graf Zeppelin continued its record-breaking flight around the world, workers at the great Goodyear Zeppelin plant at Akron were going steadily ahead with plans for two dirigibles that will be even larger than the mighty German air liner as the great hangar now being erected for their construction nears completion.

In addition, executives of the same plant are now working on plans for two commercial dirigibles which will be even larger than the pair now under contract, which are being built for the U. S. Navy.

These commercial air ships, under plans that are now being matured, will be used in trans-oceanic passenger and mail service. It is tentatively planned to put them on a regular schedule between Los Angeles and Hawaii, and Commander Jerome C. Hunsaker, vice president of the Goodyear Zeppelin Corporation, is now in Honolulu in the interests of this proposed line, and making plans for establishing a dirigible base in the island city.

These developments, coming at the height of the Graf Zeppelin's amazing feat, indicate that America seeks to assume unquestioned leadership in the lighter-than-air field of aviation.

Other Trans-Oceanic Services.

In addition to the Pacific line to Hawaii, Goodyear Zeppelin officials are known to be studying the establishment of a trans-Atlantic service with other huge air ships. The enormous Akron hangars erected for building the navy ships probably will be maintained for use as a reserve airport where a trans-oceanic Zeppelin could dock when weather conditions along the Atlantic seaboard were unfavourable.

Huge and modern as the Graf Zeppelin is, it will be outclassed by the United States' naval dirigibles.

The Graf Zeppelin is 766 feet long, 113 feet high and has a capacity of 3,707,970 cubic feet.

Each of the navy dirigibles will be 780 feet long, 142 feet high and will have a capacity of 6,500,000 cubic feet—nearly twice that of the German liner.

When the navy dirigibles take the air the familiar gondolas that line the hulls of all other big dirigibles to house engines and propellers will be gone. Engines will be brackets. Below, living quarters will similarly be enclosed in the envelope. Nothing will project outside the skin, from stem to stern, except the control car, which must necessarily have observation windows.

Lesson from Shenandoah.

This represents one of the lessons taught by the wreck of the navy's Shenandoah in 1925. The Shenandoah, caught in a

Glassed-In Decks.

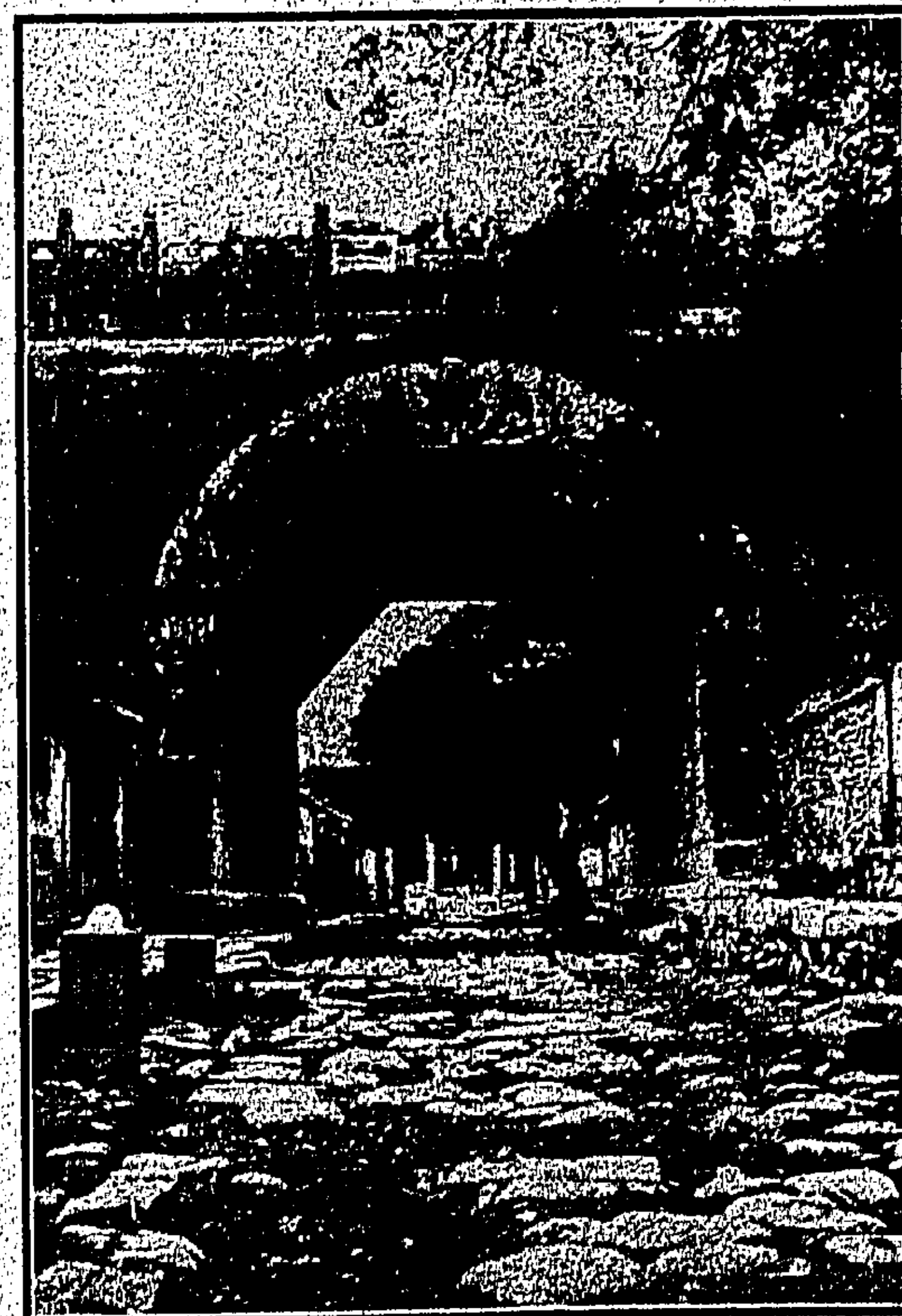
The commercial ships, it is reported, will carry the streamline principle even farther than the new naval dirigibles.

Their cabins, instead of being built at the bottom of the keel, will be higher up along the sides, with the unbroken skin of the envelope completely enclosing them. Glassed-in promenade decks will provide passengers with room to walk and relax and view the scenery below.

In addition, even the propellers will be inside the ships. Wind tunnels will lead to each propeller, and the ships will move through the air without a single whirling wheel being visible.

Each of these new dirigibles probably will carry about 100 passengers. Spacious dining rooms, comfortable staterooms, wide lounges, roomy promenade decks will be available for travellers.

IN THE NANKOW PASS.



The Chu Yung Kuan, the only gateway between China and Manchuria, situated in the Nankow Pass.

GLIMPSES OF NATIVE LIFE.



Young hopefuls perched on a pile of straw at Stanley.—(Photo. W. Stone.)

Fashion's New Lengths

*Breadth and Thickness
Must Be Subordinated
This Fall to Emphasize
Longer Lines in Skirts*



*I
Shining Satin Softens the Sophisticated Lines
Of This Strikingly Simple Evening Gown.
A Normal Waistline Wedded to a Deep Hip Yoke
Achieve a Svelt Line Almost to the Knees.
The Full Flounce Is Tucked at the Top
Scalloped Along Its Lower Edge.*



*II
Dark Felt Inserts
Simulate a Band
On This Charming
Off-the-Face Hat
Worn By Ziegfeld
Star: Ruth Etling.*



*III
This Glamorous Evening Wrap
Of Gorgeous Black Chiffon Velvet
Makes a Charming Accompaniment
For the Gown at the Left.
Faithful to Fashion's New Whim,
The Gown Plays Peek-a-Boo
Beneath the Wrap's Hem.*



*IV
This Feminine Afternoon Frock
Of Beige and Brown Crepe
Features a Lovely Double Scarf
And a Full Circular Flounce.*



*V
Fall Weather Holds No Terrors
For This Four-Piece Daytime Frock
Of Sturdy Tweed and Warm Jersey.
Two Coats, One Long and Furled,
Extend This Outfit's Usefulness
Far Into the Coming Winter.*

By FRANCES CLYNE

Creator of the models
shown on this page.

THE fourth dimension is all very well for intellectual discussion, but there is only one dimension that really interests the fashionable woman this season—that is length. If she has breadth and thickness, that is her bad luck, and if she cannot disguise it by skillful costuming, she must join the ranks of 18-day dieters, take to the open road for a daily hike, or exercise firm self-denial in the face of culinary temptation.

For the long line is fashion's delight—particularly the effect of length from the waistline to the shoe tip. Styles are having the obvious reaction from abbreviated, short skirts, and short thighs. Not that skirts are long in the old way, but the feeling is for apparent length.

The whole secret, of course, is the higher waistline. If you shorten the bodice, you naturally lengthen the skirt. And that is what fashion is doing, emphasizing the natural waistline, showing the natural curve at the waist, and thus giving the short-waisted, long-legged effect that distinguishes this season's afternoon and evening frocks.

COATS are every length, from the short cardigan jacket, to elaborate creations that are almost as long as the longest skirts, and have irregular and interesting hemlines.

This is a season that does not despise the obvious attempt to please—dresses for day have delightful lingerie touches, stitching, bows, shirring, buttons, folds, and practically every known device for securing adornment, but all is done with a restrained, knowing hand. It is one thing to look feminine, and quite another to look fussy.

Illustrated here are some of the most wearable of my fall collection, all with style features that may be counted on to last through the season.

I. THIS satin evening gown features a normal waistline and a deep hip yoke that gives a close, svelt line almost to the knees. The flounce is tucked at the top and scalloped at the hem, and reaches almost to the floor in the back. It is very full and falls in graceful folds. This gown has dignity and beauty. It emphasizes fine material and a sophisticated cut.

II. MILLINERY, too, is changing its lines. Hats are revealing the eyes and the forehead, and covering the neck more than ever before. A typical style is this one made of light and dark felt with the rolled brim in front, and an insert of dark felt around the brim to give the effect of a band. Its youthfulness and chic recommend it highly.

III. ALLIED in feeling to the evening gown at the left is this wrap of black chiffon velvet, banded with white fox. It repeats the fashionable skirt line in its own ample skirt. You will notice that the frock hangs below in front decidedly, and moderately in the back—that is the new coat trick—to reveal the gown beneath. This is the type of coat that the woman who buys only one evening wrap a season should select, since it can be worn with any number of gowns.

IV. A TYPICAL afternoon frock is this one in beige and brown crepe, with a double scarf and a very full, circular flounce. Notice that the waistline is emphasized in the cut and that it follows the line of the flounce. The sleeves are delightfully feminine, and the collar that is a cape as well is novel and extremely becoming.

V. FOR day wear, this four-piece suit of tweed is one way of meeting the fall weather with equanimity, and to be prepared for any fate. It boasts a skirt of tweed, and an overblouse of jersey, trimmed with tweed. There are two jackets, one long and fur-trimmed that will do service all winter, and one that is short, and may be used for early fall. In Paris last season it was smart to wear two coats, and this season we may expect to do it here.

VI. THE use of lame as a material for the afternoon and formal tea gown is important this season and is shown in this model with the surplice neckline, and the skirt with the inserted godets. There is a delightful contradiction in taking a glamorous material, dedicated to evening, and treating it like jersey or tweed. And it is very effective.



*VI
This Formal Tea Frock Illustrates
A Delightful Mode of the Moment.
Lame Used for Afternoon Wear.
It Features an Unusual Neckline
And Inspired Godets in the Skirt.*

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph.

Pictorial Supplement

September 28th, 1929.

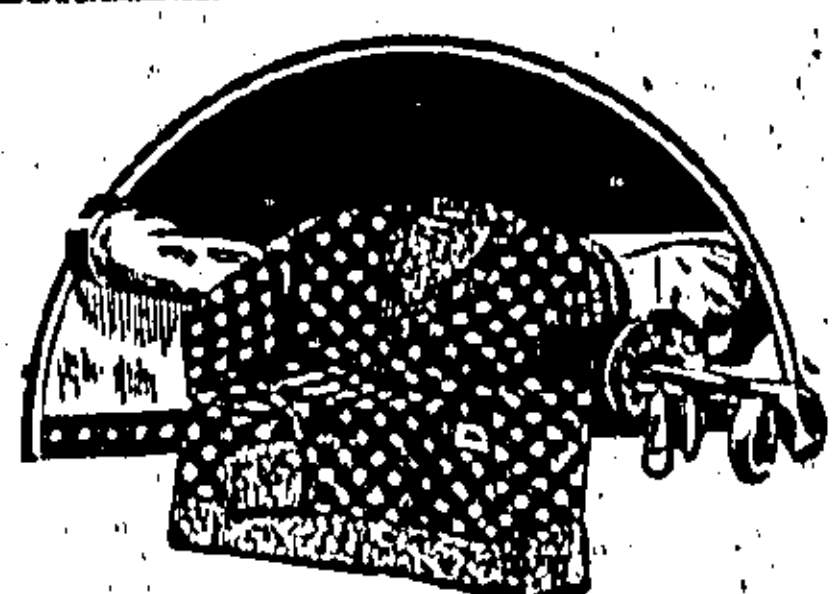
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IN THIS SUPPLEMENT.

Apply to

THE MANAGER
THE HONGKONG TELEGRAPH
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TELEPHONE CENTRAL NUMBER ONE.

Sleeveless
Pullovers.



Pullovers
Cardigans.

'tween season woollies

The chilly evenings now so imminent make a light weight woollie a necessity.

Those which we are just now showing are made in heather mixtures of unusual beauty in fine soft wool—warm enough and yet not clumsy.

Mackintosh's



Know!

There is only one way to know the exact condition of your eyes—an examination by an expert. You may think you see well, but are you sure? Find out. Have your eyes examined to-day. If a simple evening's pleasure ends in a headache, look to your eyes.

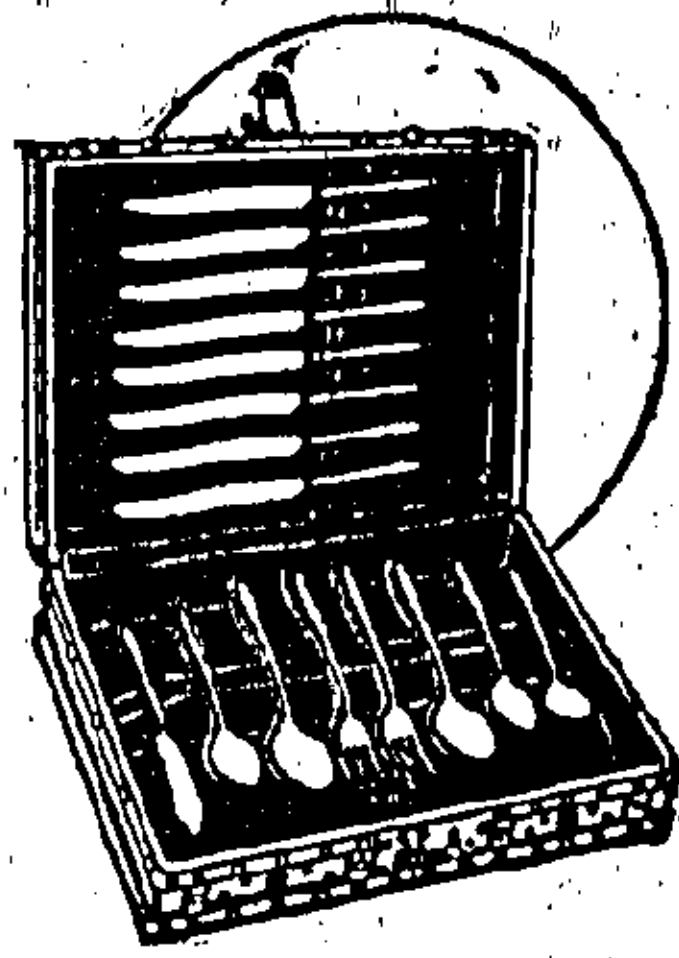
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Hongkong's Only European Optician—Established 40 years.

Manager—Ralph A. Cooper
F.I.C. Registered Optometrist.
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Useful Gifts

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—SUITABLE FOR
ALL OCCASIONS

You are cordially invited to inspect.

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NEW STOCK OF DRESS SHIRTS.

Dress Shirts

English tailored. Dress shirts. Body made of good durable longcloth. Neat Pleated fronts. Stiff cuffs.

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Stiff linen fronts.

\$6.95

Stiff linen fronts.

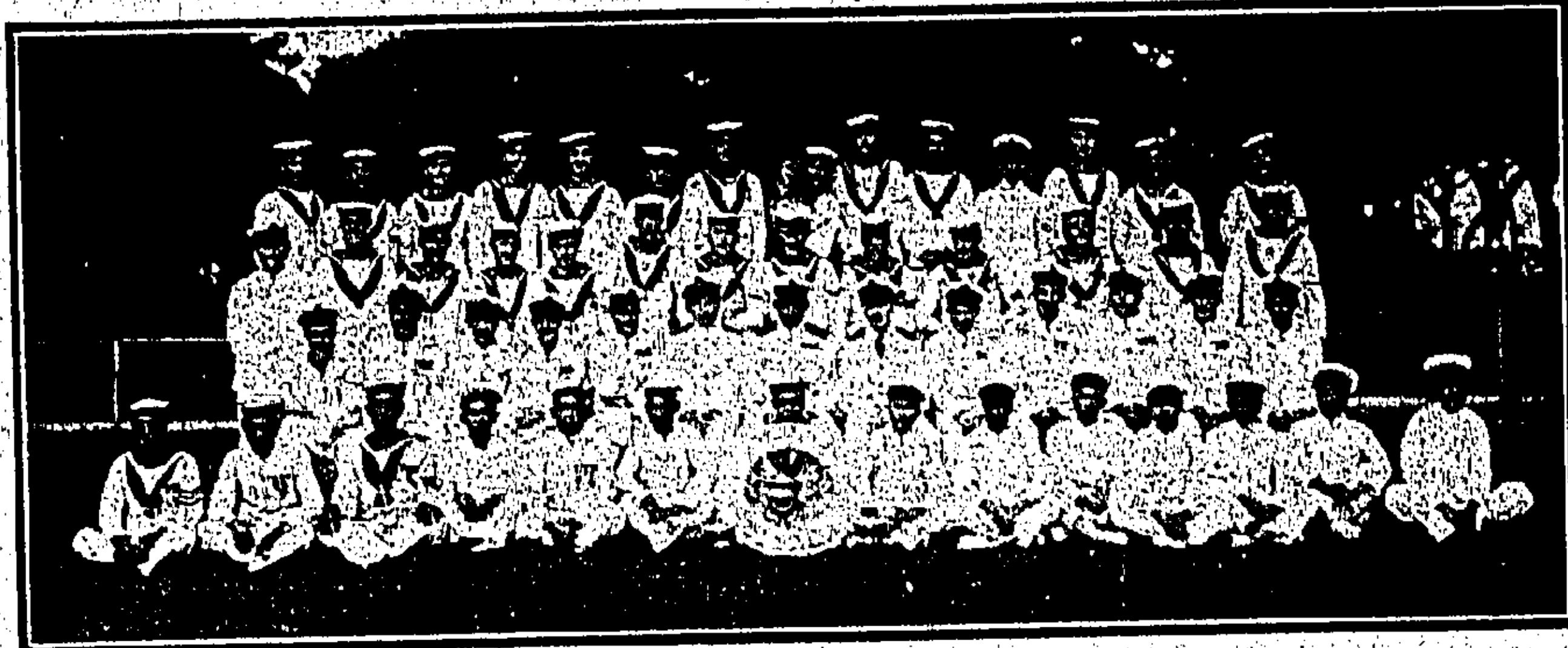
Coat Style.

\$7.50

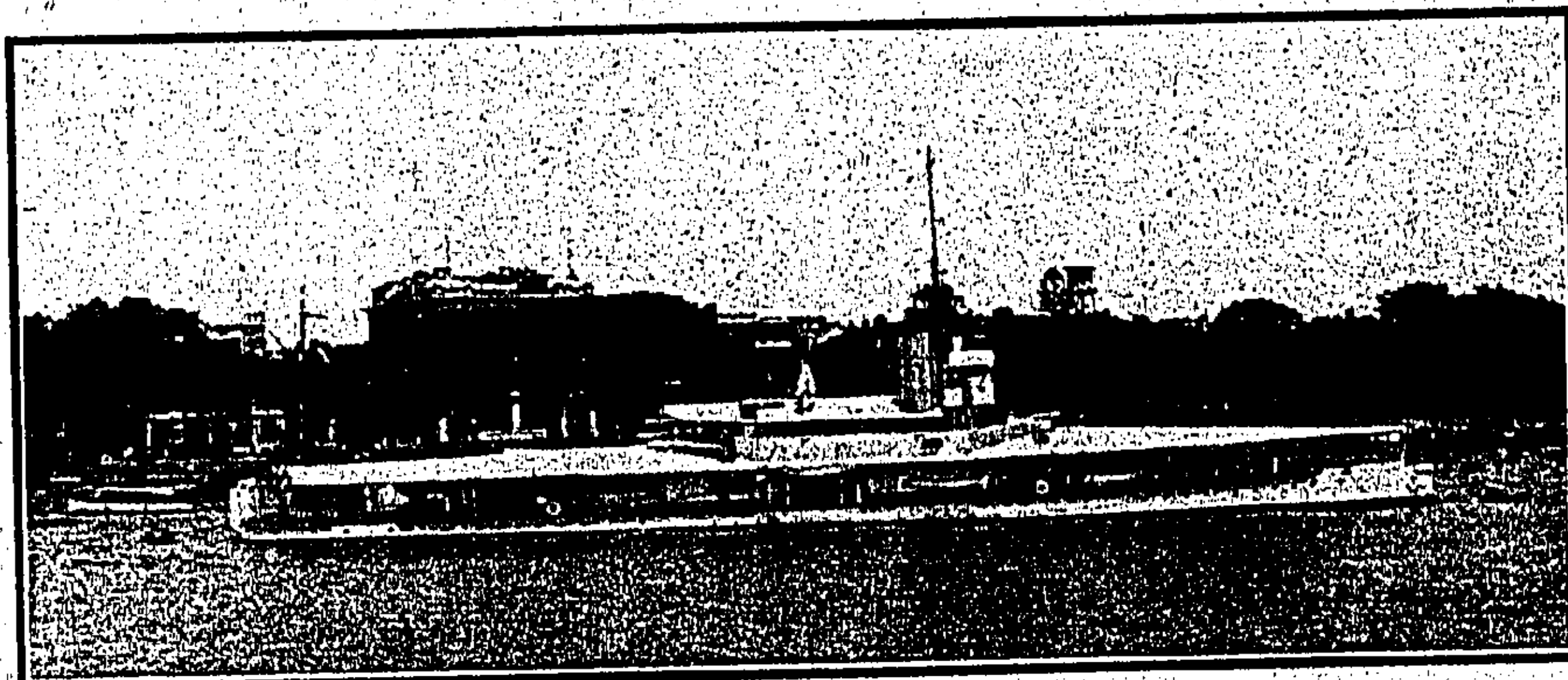
MEN'S OUTFITTING DEPARTMENT.
WHITEAWAY LAIDLAW & CO., LTD.
Hongkong.



The waterfall at Aberdeen, near the paper mill reservoir. (Photo by courtesy of Mr. W. J. Hawker).



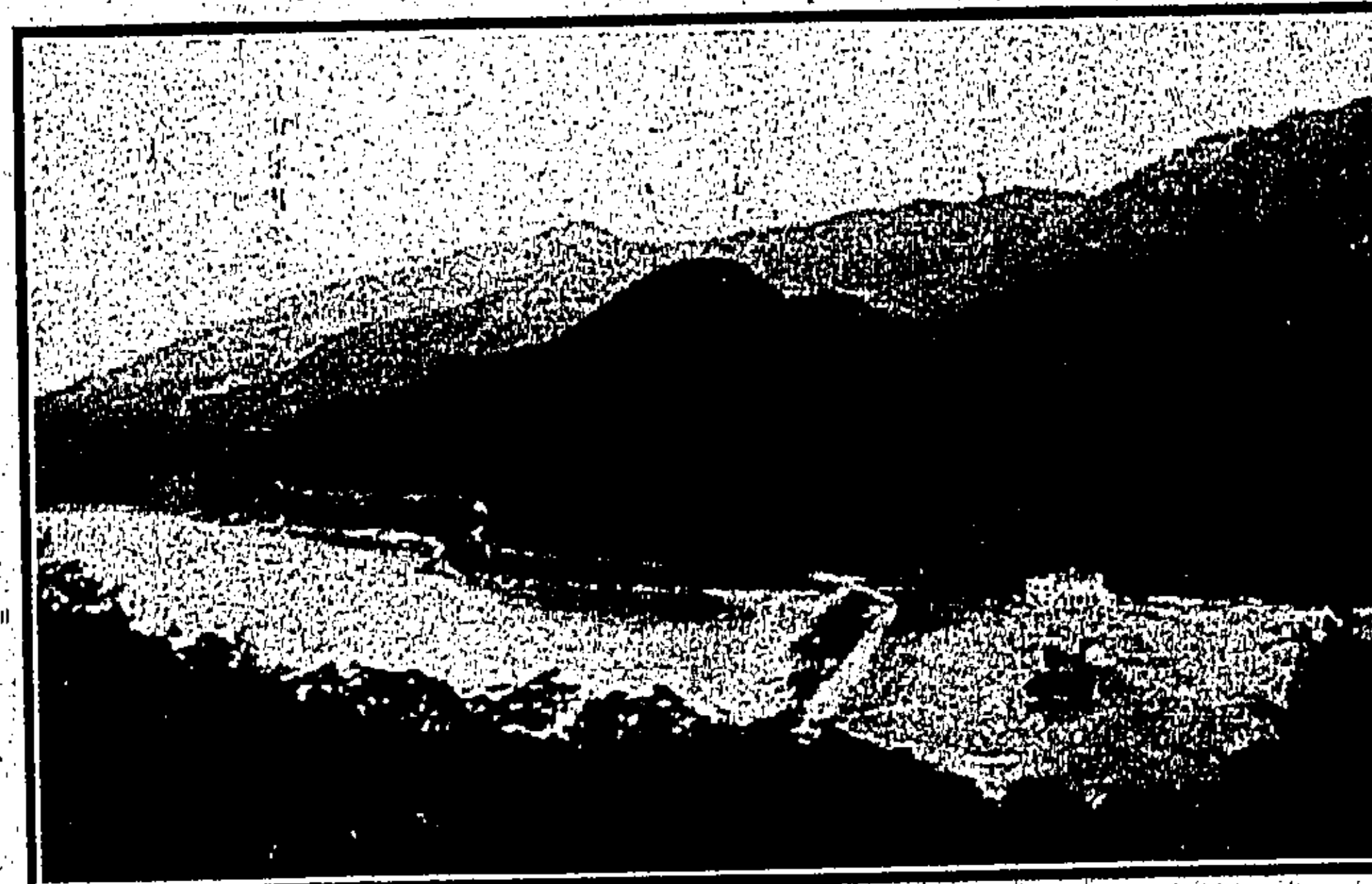
The officers and men of H.M.S. Cicala, one of the British gunboats employed on the West River patrol.



Here is a recent photograph of H.M.S. Cicala, lying off the Bund at Shameen.



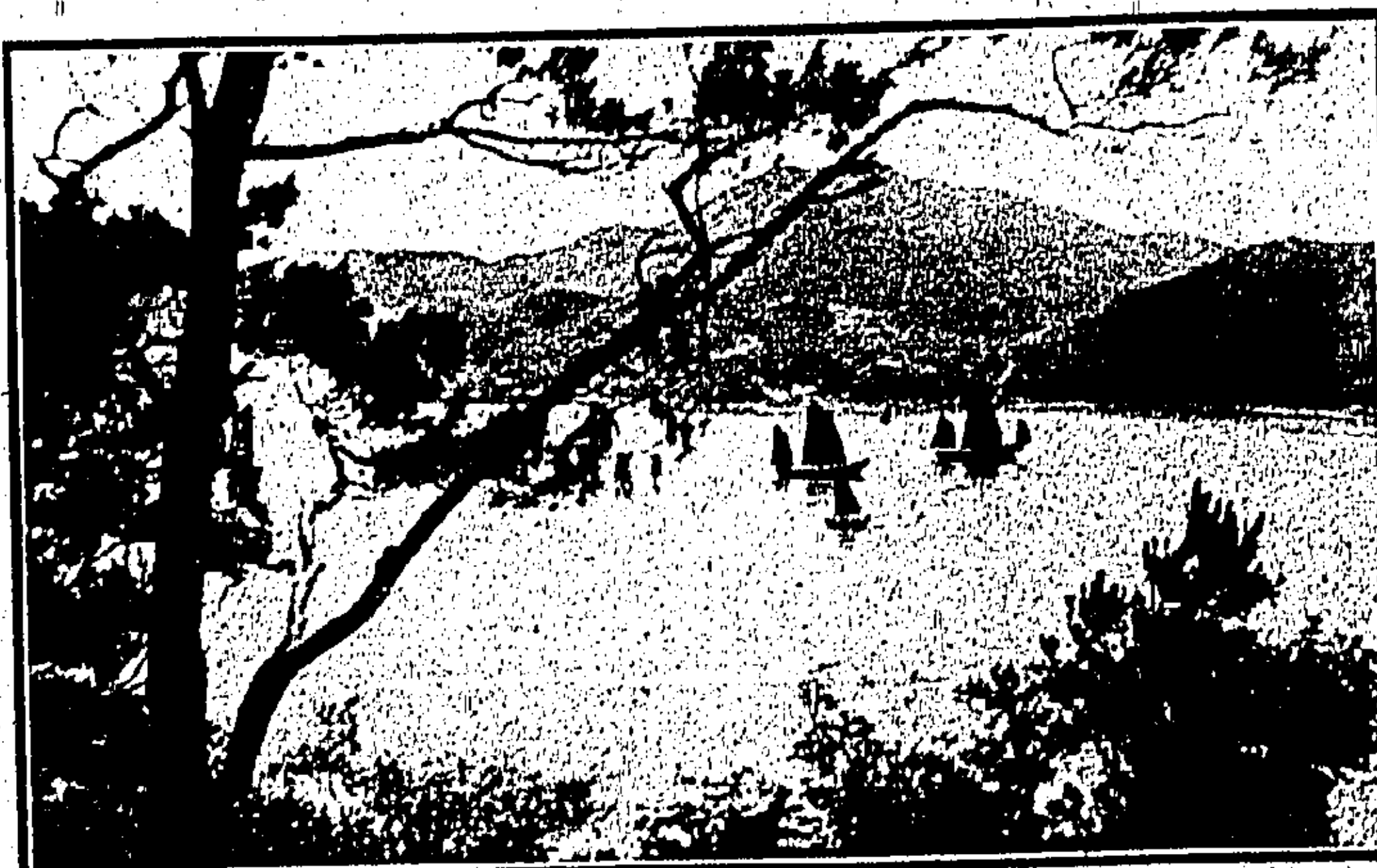
A pretty picture of Aberdeen, showing part of the fishing fleet at anchor. (Photo by courtesy of Mr. W. J. Hawker).



An interesting picture of Deep Water Bay, showing the golf clubhouse on the right. (Photo by courtesy of Mr. W. J. Hawker).



Lady Clementi distributing prizes at the lawn tennis "At Home" held at the Hongkong C.C. ground last Saturday. (Photo: Mee Cheung).



Here is another extremely artistic picture taken at Aberdeen. (Photo by courtesy of Mr. W. J. Hawker).



T. Honda (left) and Lim Bong-so, the Straits player, who met in the final of the C.A.A. tennis tournament. The latter won by three straight sets. (Photo: Mee Cheung).

18,000 MILES TRIP.

Roosevelt's Recent Touring Record.

AT LITTLE COST.

A motor trip of more than 18,000 miles without thought of engine adjustment and at no cost whatever except for gasoline and oil is well within the realm of the motorist with a modern automobile at his command and endless miles of good roads before him.

Such was indicated, at least, by the recent tour of Leslie Morrison and Norman Neal of Lawrence, Mass., who visited every State Capitol in the United States in less than thirty days in their Marmon-built Roosevelt straight-eight sedan.

Aside from travelling 18,244 miles in twenty-nine days, the remarkable part of this Capitol-to-Capitol journey was the expense log of the two men which revealed a total expenditure of only 8 cents on the eight-cylinder engine of the Roosevelt car. This sum was spent for a nut and bolt used to secure the exhaust pipe to the exhaust manifold.

Not once during their trip did Morrison or Neal lift the hood of the Roosevelt to inspect or replace a spark plug, to examine the distributor or adjust the carburetor. Not a tool of any kind was taken in hand for use on the engine, nor was a moment lost in repairing or adjusting any one of the

minor ailments which oft-times arise in cross-country trips as well as in ordinary day in and day out driving.

The twenty-nine days of the Capitol-to-Capitol tour were filled with many unusual as well as practical features, and a log of the journey would gladden the heart of the lover of scenic beauty as well as the exponent of "see America first."

Of interest to the layman was the performance of the Roosevelt car not only over paved and improved roads and boulevards but through the mountains, the desert and the natural topographic obstacles to smooth and uninterrupted touring enjoyment. An average of more than 600 miles a day for twenty-nine consecutive days was evidence of the stamina and dependability of the modern automobile and it is noteworthy that during one day a distance of nearly 1,000 miles was travelled.

Scores of spots of historic interest in addition to many of the country's show places were visited by Morrison and Neal. They saw two oceans and the Gulf of Mexico; were within a few miles of the Canadian border and the Mexican border; viewed the scenic beauty of the White Mountains of New England and the Rocky Mountains of the west; saw the lakes of Minnesota and the wheat fields of Kansas; shook hands with many Governors and state officials, and then received the plaudits of their New England friends less than a month after their departure from Boston.

MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to The Hongkong Telegraph by R.A.C.]

The Approach of the Show Season

The coming autumn will be an important one for the British Motor Industry as a whole in view of the fact that there will be three distinct Exhibitions at London's great Olympia, the Motor Show, the Commercial Motor Exhibition, which is held every two years, and the Motor Cycle Exhibition. The first of the series is the Motor Show, which will be open from October 17 to 26, and already rumour is rife concerning surprises in store for the motorist public.

This Talbot that, despite its small engine, it is capable of speeds up to 60 m.p.h. without fuss or stress.

The latest Wolseley to be announced is the 21/60 h.p. 6-cylinder model. This possesses a specially long wheelbase designed to carry 7-seater bodies of the landaulette or limousine type. The power unit is remarkably smooth and silent, while, being extremely powerful, it has a particularly fine top-gear performance.

Meanwhile, the Wolseley



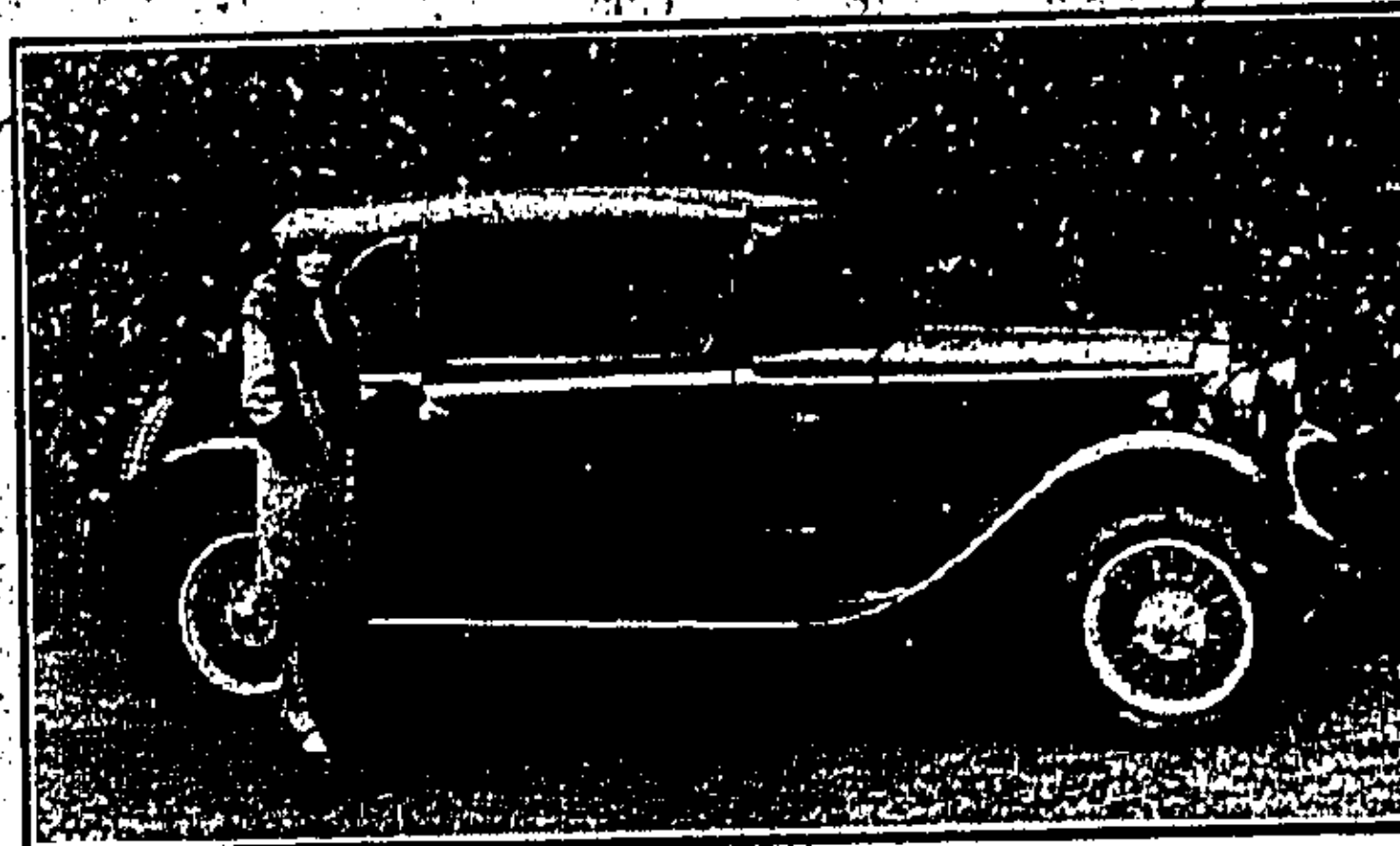
King Fuad of Egypt alighting from a 40/60 h.p. Rolls-Royce with limousine de ville body, during his recent visit to London.

Many firms, however, do not wait for the great Show before announcing their next year's programme and, from now onwards, there is a constant stream of information becoming available concerning new models and manufacturers' intentions generally so that it is a period of very considerable interest for the motorist.

Some 1930 Programmes. One of the first programmes to be made public is that of Acceles cars, of which the presiding genius is, of course, Mr. S. P.

Messenger, which has a 6-cylinder engine of 2,677 c.c. capacity, is winning golden opinions from Overseas motorists. Numerous examples have now been thoroughly tried out under the most strenuous conditions in many parts of the Empire and have acquitted themselves excellently.

Cars of Distinction. While King Fuad of Egypt was in London recently, he was frequently to be seen in the West End in a 40/60 h.p. Rolls-Royce with a particularly handsome



The Hon. Mrs. Victor Bruce, probably the World's most famous lady driver, has selected a Hillman Straight Eight Segrave Coupe, supplied by Rootes, Ltd. for which firm Lane, Crawford's are the local agents.

Edge. The manufacturers are the original makers of the 2-litre 6-cylinder car and each successive year's models are in the forefront of design. For next season, in addition to many improvements in the 16/40 h.p. & 16/66 h.p. models, prices have been reduced in several instances. The cars are made in two types of finish, either fabric or cellulose on metal and the bodies are made with polished aluminium sheets instead of iron.

This saves weight, makes the body quieter and eliminates any chance of rusting.

limousine de ville body by Thrupp & Maberly. In this type the canopy over the driver can be folded back, if desired, and by dropping the centre division, the body becomes a luxurious saloon.

A Rolls-Royce has been presented to the Chief Scout, Lord Baden-Powell, by the Scouts of the world and no finer choice could have been made.

When the Bishop of Norwich was married recently, his friends presented him with a Sunbeam limousine. This was finished in episcopal purple, and, when the



T.R.H. Prince and Princess Arthur of Connaught with their new 20/65 h.p. Humber Limousine.

There is to be no change in the 14/45 h.p. Talbot, either in model or price, for next year, and this is not surprising in view of the great success that this excellent "Six" has achieved, both at home and Overseas, since its original introduction.

A number of modifications and improvements have been embodied from time to time as the result of the experience of users in various parts of the world, but, essentially, the car remains the same. It is always a matter of surprise to those who are not fully acquainted with

presentation ceremony took place in the Royal Court of the Palace of Westminster, the car attracted a great deal of attention among the guests present.

The list of Hillman owners, which is headed by Sir Henry Segrave, has received a notable addition in the Hon. Mrs. Victor Bruce, who has just bought one of the Straits-Eights from Rootes Ltd. Mrs. Bruce's motoring achievements are justly world-famous, perhaps the most outstanding being her 24 hours record at Montlhéry a short while

ago, when she averaged nearly 90 m.p.h. with the 4½-litre Bentley. Thus, the choice of any particular make of car by such an authority is the most convincing testimony to its qualities.

Motor Cycle Hour Record.

The British Motor Cycle industry in general and the makers of the A.J.S. machine in particular, scored a magnificent triumph at Montlhéry when A. Denly broke the classic Hour Record. With his 495 cc. overhead-camshaft A.J.S., he covered 104.51 miles in 60 minutes, and then went on to beat the two-hour record, which he raised by 1.03 m.p.h. Altogether, counting all the classes, he gained 12 records.

Matchless machines have been adding to their long list of successes with almost monotonous regularity. Apart from numerous awards in races and trials all over the country as well as abroad, in the recent 200 miles Solo Races at Brooklands, the 1,000 cc. Class was won by R. Barber on a 600 cc. Model "V/2" at an average speed of over 90 m.p.h., while in the 500 cc. Class, H. W. Collier on a 495 cc. Model "V/2" was second.

A Point of Design.

An interesting point about the new Triumph "C" models is the tangential brake anchorages. On rough roads particularly, these are of the utmost possible value as full braking effort can be exerted without fear of damaging the frame. With the more usual form of design, braking stresses are concentrated on a limited portion of the front fork and back stays and are likely to cause fracture of these vital parts, but this weakness is overcome by the introduction of tangential anchorages which distribute the stresses over the whole area of the forks and stays and thus provide an unusual factor of safety.

Progress of the Six-Wheeler.

This year's Commercial Vehicle Show, which will be held at Olympia from November 7 to 16, will be of more than ordinary interest owing to the gigantic progress in road transport made since the last exhibition in 1927. During the period that has elapsed, the vast potentialities of the rigid six-wheeled type of vehicle for opening up undeveloped areas in the Empire have come to be more fully realised while, at home, the great railway companies have started on big schemes of road services to co-operate with their rail systems.

A particularly fine feat stands to the credit of a Morris-Commercial 6-wheeler which, earlier in the year, conquered the Nankou Pass, the sole outlet from China into Mongolia. This notorious "road" is littered with great boulders and intersected with stone watercourses, which, being more than 6 inches high and crossing the track at an angle, caused the front wheels to leap into the air. Single tyres were fitted in place of double, reducing the track to little more than 4-ft., and it was as well that this was done for, even so, there was only just room to squeeze by in places. The lorry carried 10 passengers and a load of over 3,000 lbs., and the accomplishment created intense interest all over China.

Even in England there are to be found places where the value of the 6-wheeled vehicle under very difficult conditions can be demonstrated. Thus, a Guy 5-tonner with a full load was recently driven up one of the most severe hills in Shropshire, where in places the gradient was as steep as 1 in 2. Such a performance speaks well for a vehicle designed to operate in countries where roads are of a primitive nature or are actually non-existent.

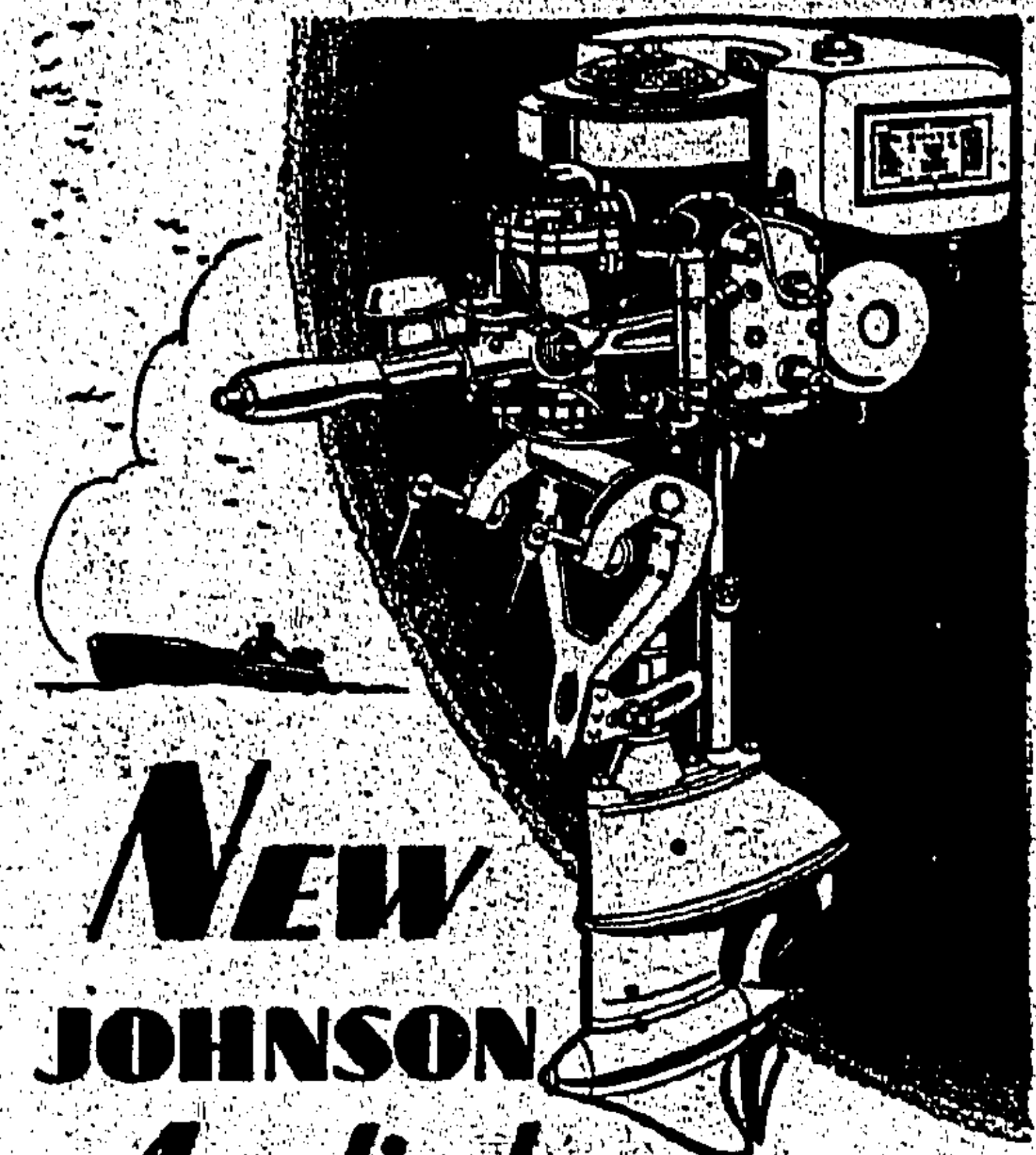
For Heavy Loads.

A notable addition to the ranks of British rigid 6-wheelers is the new Leyland "Hippo," designed to carry 12 tons. It is fitted with a 6-cylinder engine developing 72 h.p. at 1,000 r.p.m., a 4-speed gearbox and large diameter brakes acting on all six wheels. With a view to providing the largest possible platform area, the cab accommodating a driver and two mates is placed over the engine, thus permitting a loading area of 22 ft. by 7 ft. 2 in.

For loads up to 15 tons the Garrett rigid 6-wheeler steam wagon has many adherents. The Leyland firm were the originators of the type, the first model being built over 8 years ago. One of the most important features is the forward position of the driver, who sits at the side of the boiler and not behind it, thus obtaining a far better view. The construction of the rear axle arrangement is on the twin axle principle and the success of the design is shown in the life of the tyres. One user, for instance, states that a set of rear tyres has done 20,000 miles with only ¼ inch wear and that they are good for another 20,000.

A Useful Trailer-Fire Pump.

There are many places throughout the Empire Overseas where a full-sized fire engine could not possibly penetrate owing to the confined space, yet such areas are often those most likely to become embroiled in a serious conflagration.



NEW JOHNSON 4 cylinder SEA-HORSE

HERE is the king of the Sea-Horses—Johnson Sea Horse 32. It is a high speed Class D motor and this season has hung up records of speed, endurance and power all over America.

This Sea Horse is equipped to give its owner everything he can ask.

The Johnson Release Charger is one of the contributing factors to the efficiency of this leader of outboard motordom. With this Johnson invention, starting is certain and its ease is so marked that the exertion is negligible. An easy tug of the starting rope starts the Sea Horse on its way.

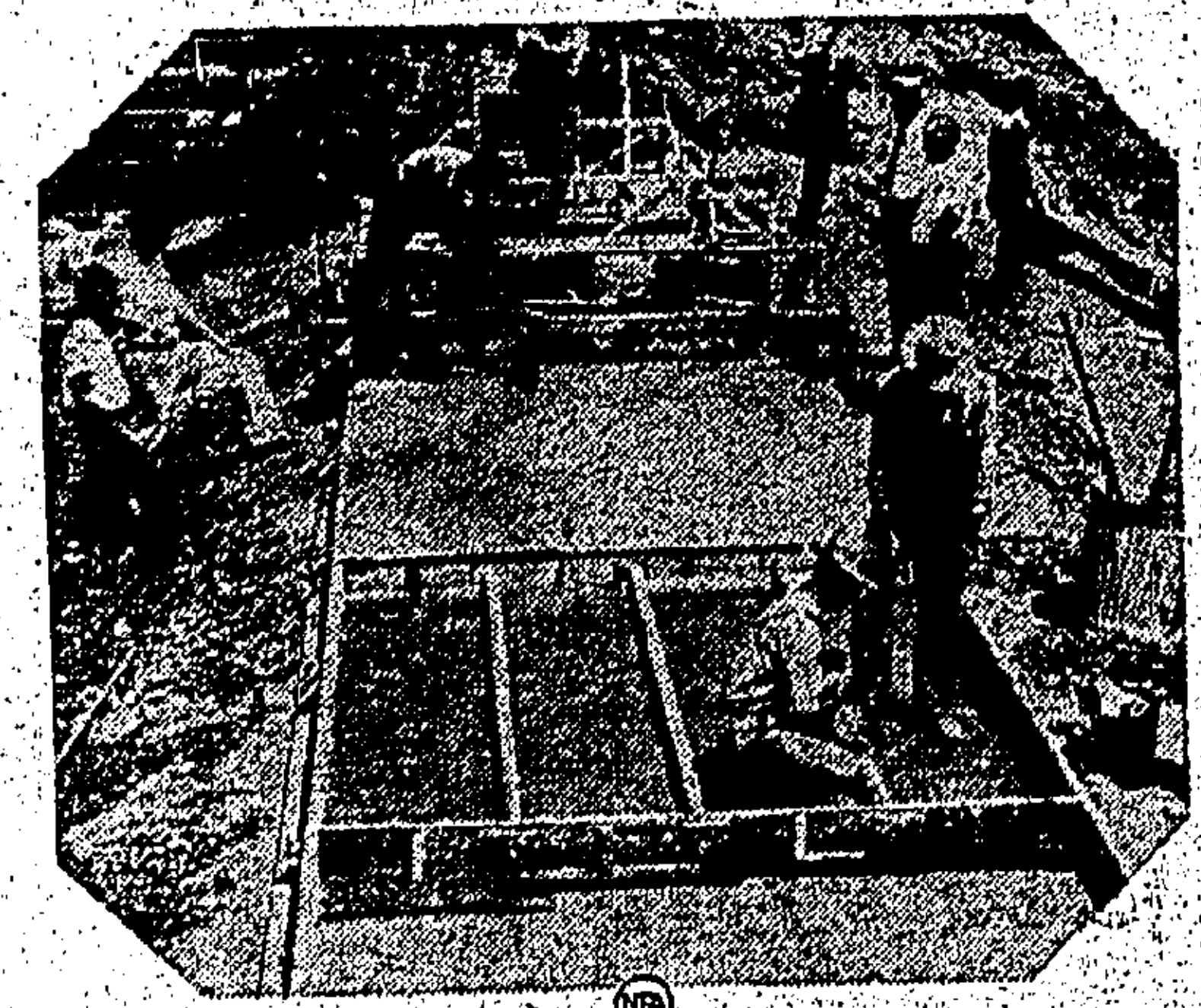
This powerful motor is so quiet that even at high speeds all the noise heard is the sweetly reassuring whirr of smooth-running machinery. The Johnson Underwater Exhaust does away with exhaust noises and exhaust fumes as well.

There are other Johnson Sea Horses—they range in price from \$115 to \$325 f.o.b. Waukegan, Ill. Easy payments if desired.

For full particulars apply to—
ALEX. ROSS & Co., (China) Ltd.

Johnson
Outboard Motors

MODERN ROAD TESTING.



Laying the half-mile test highway at Arlington, Va.

Washington, Aug. 21.—A saving of \$1,000 a mile in the cost of constructing concrete pavement is the optimistic goal set by highway engineers of the United States Department of Agriculture, who are now building a half-mile test road at the Arlington experiment station near here.

The engineers believe that a larger proportion of gravel or crushed stone than is now used in concrete pavements will not only increase the strength and durability of the concrete, but will result in a substantial saving in construction costs.

Take, for instance, the narrow streets and tortuous alleyways of the average native bazaar, where the risk of fire is ever present but very difficult to cope with.

For such occasions the Dennis trailer fire pump, a light and compact unit, is singularly well suited. It has an output of 200 gallons per minute at a working pressure of 135 lbs. per sq. in.

This very efficient and mobile machine is being widely used by the principal fire brigades in Britain and throughout the Empire as an auxiliary to their fleets of larger engines and, also, by smaller towns and villages, which are unable to afford the luxury of a self-propelled vehicle and yet realise the very real danger of an obsolete plant.

The test road is being built like an ordinary concrete road, using standard equipment and machinery for mixing and finishing the concrete. One difference, however, is that it is really 233 roads in one, the half-mile stretch being made up of slabs of concrete nine feet square. Each slab will be made of a different kind or amount of coarse stone or gravel and different amount of water used in the mixture.

The customary mixture for concrete is one part cement to two parts sand and three and one-half parts crushed stone or gravel. Laboratory tests already conducted by the engineers lead them to believe that the proportion of broken stone or gravel can safely be increased to four and one-half parts and a saving of \$1,000 a mile effected.

After curing, the slabs are to be drilled for cores and subdivided into beams suitable for flexure or bending tests. Supplementary tests will also be made on beams and cylinders cast at the time the pavement slab is laid, which will show the relationship between the strength of the molded or check specimens and that of specimens cut from the pavement slabs after they have been subjected to wear.

Between 10,000 and 12,000 miles of concrete pavement are laid in the United States every year. With a total of \$10,000,000 or \$12,000,000 saved, several hundred miles more could be built every year at no additional total cost.

\$2,100

WILL BUY A FIVE SEATER
CAR OF HANDSOME BUILD
AND UNQUESTIONABLE PERFORMANCE—A CAR YOU
WILL BE PROUD TO OWN FOR
ITS DIGNITY OF APPEARANCE
—AND GLAD TO OWN FOR
THE SAKE OF ECONOMY.
AND THAT CAR IS THE

PONTIAC

IT IS BUILT BY THE FAMOUS
FIRM OF—

GENERAL MOTORS

THE GREATEST MOTOR CAR
MANUFACTURERS IN THE WORLD.

THE IDEAL CAR FOR HONGKONG.

ASK FOR OUR

SPECIAL PAYMENT TERMS

WHEREBY EITHER PONTIAC OR
OAKLAND CARS MAY BE EASILY
PURCHASED OUT OF INCOME.

Lane, Crawford, Ltd.

Tel. C. 4567 or C. 3193.

The
Choice
of the-

G. W. R.
L. N. E. R.
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SOUTHERN RAILWAY
for their new
RAIL ROAD SERVICES

THORNYCROFT

SIX-CYLINDERED
COACHES & OMNIBUSES

Preferred by experienced users!

Further particulars of our Lorries, Vans, etc., for
1½ to 7 tons, and Coaches or Omnibuses for 20
to 45 passengers forwarded on request to:-

JOHN I. THORNYCROFT & CO., LIMITED.

UNION BUILDING.....HONGKONG
FIFTH.....FLOOR.

Write us and our representative will call.

Telephone Central 4831.

DEAL DIRECT.

**POWER FROM
REFUSE.**

Economical Ford
Scheme.

CHEAPER LIGHT.

In his speech at the ceremony to celebrate the commencement of work on the British Ford plant at Dagenham (England), Sir Percival Perry stated that it had been decided to erect, at a cost of half a million pounds, a refuse destructor and boiler plant to consume 1000 tons of house refuse daily. When converted into steam, this will be utilised for the purpose of generating electricity.

From this plant more electricity will be generated than required for the Ford plant, and thus the public will be able to purchase power and light at a much lower price than hitherto.

BE MORE CAREFUL!

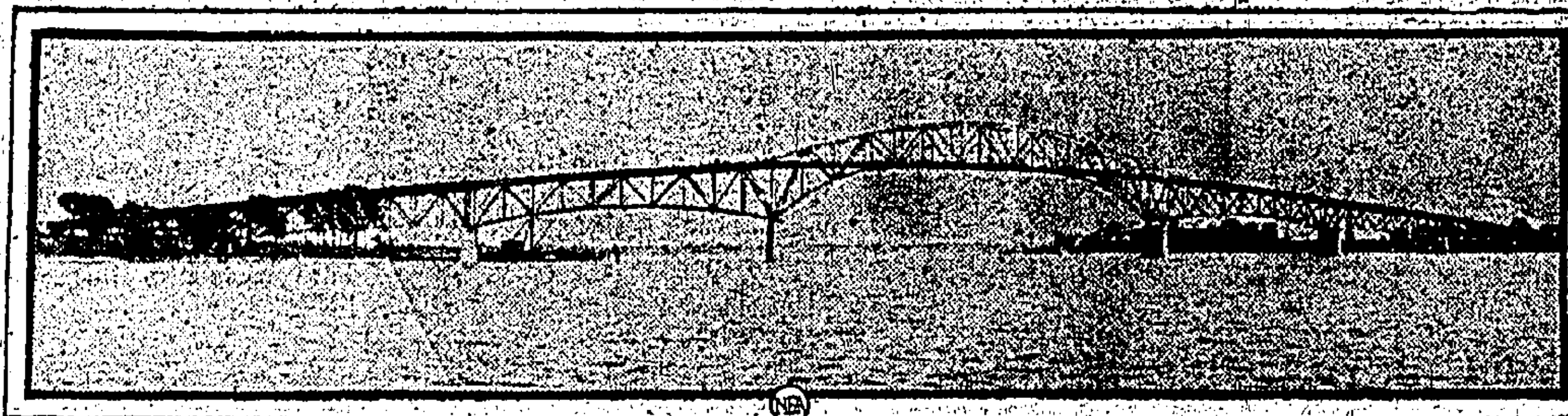
According to the California State Automobile Association, 70 per cent. of the grade crossing accidents occur during daylight hours and one-third of all such crashes are collisions of cars with the sides of moving or stationary trains.

NASH CAR FOR DR. SUN'S FUNERAL.



For centuries before the death of Dr. Sun Yat Sen, China's great men have been borne to their final resting places on the shoulders of warship coolies. It was little less than revolutionary when the reverential throng lining the route to Purple Mountain, near Nanking, watched the impressive funeral train of the father of the Chinese Republic and founder of Kuomintang, make its way over a newly laid concrete highway to the sacred mountain with a Nash "400" funeral car bearing the body of their late leader. The picture shows the special Nash funeral car, covered with symbolic Chinese funeral decorations, proceeding to the mountain services. Diplomatic representatives from some nineteen countries joined Chinese officialdom in paying their respects to Dr. Sun's memory.

NEW HIGHWAY BRIDGE OPENS ACROSS LAKE CHAMPLAIN.

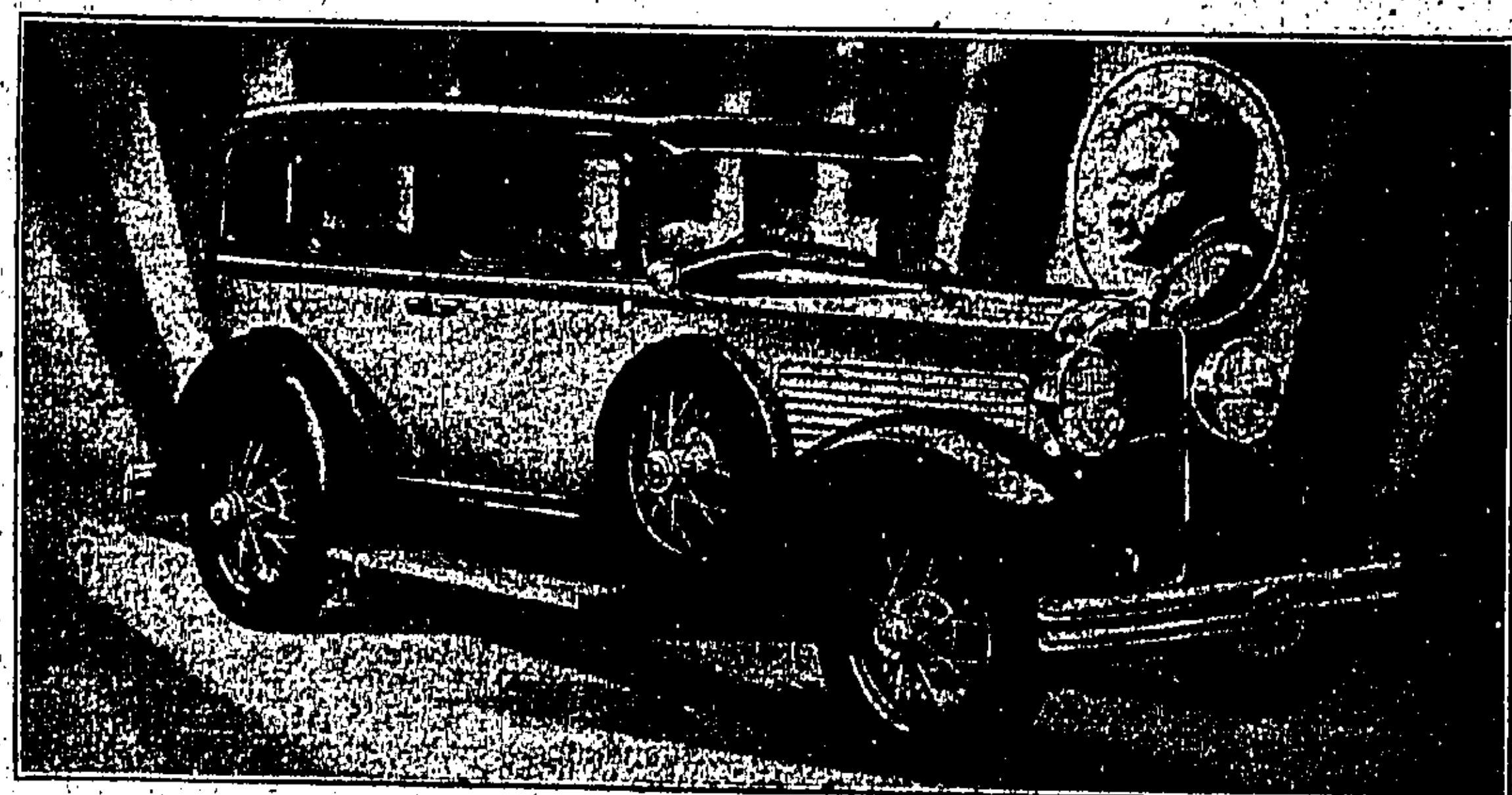


Crossing Lake Champlain at its lowest end, the recently completed Lake Champlain Bridge on the new East and West Highway, connects the Green Mountains and the Adirondacks and opens a direct route from Chimney Point, Vt., to Crown Point, N.Y. The bridge will be formally opened and dedicated on Monday, Aug. 26, with ceremonies of international importance. It will eliminate considerable distance between the two towns, because formerly it was necessary to make a round-about journey around the lake's edge.

the
Roosevelt
MARMON-BUILT

A CAR FOR ALL MARMON-BUILT

*True to its purpose of
Serving all the People*



The Roosevelt is a car that once seen on the street is always remembered. Observe its low, sleek lines—its commanding character. Illustrated—Roosevelt Five-Passenger Sedan.

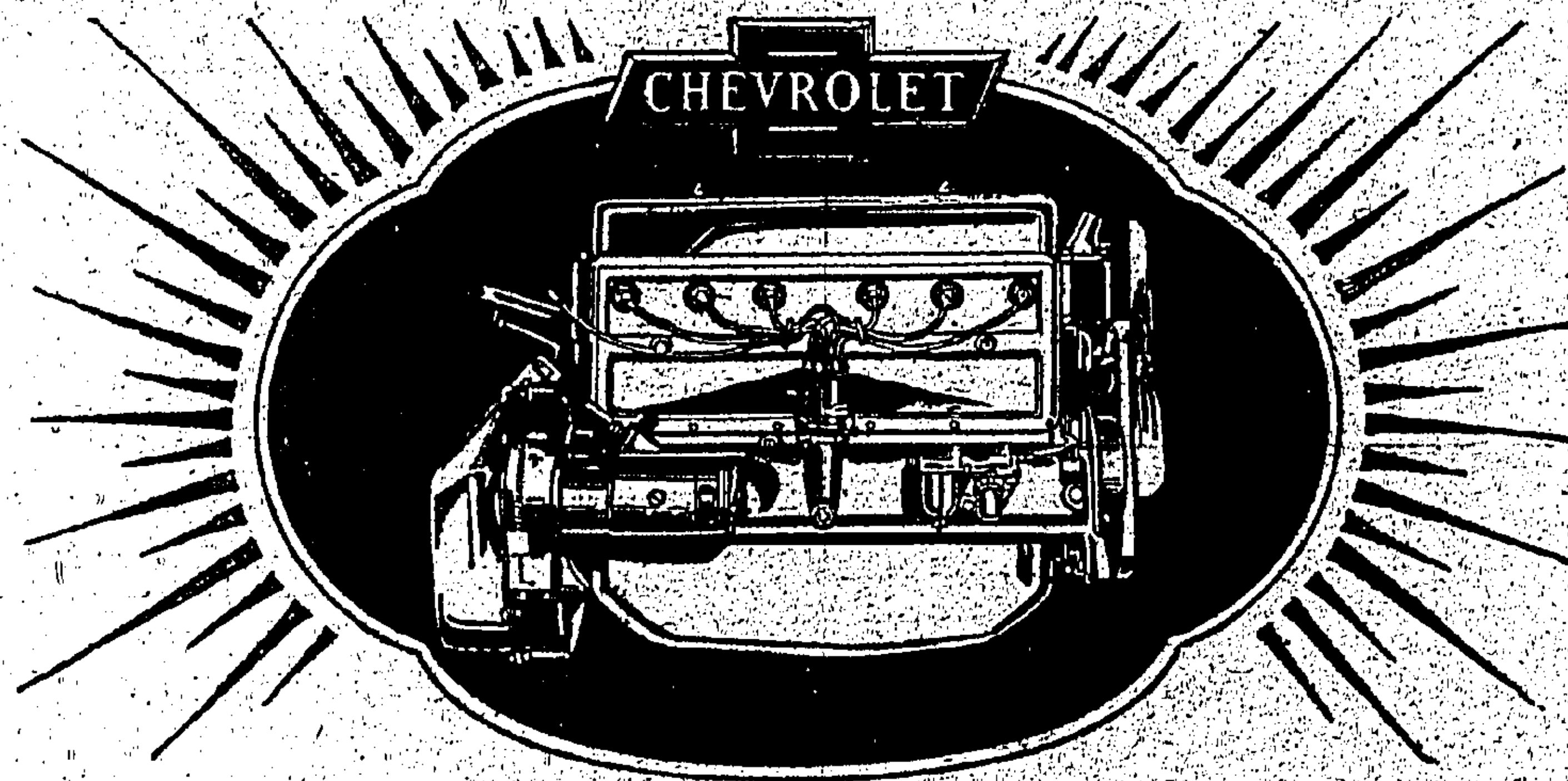
The Roosevelt is everybody's eight. Instantly and unmistakably it has won a great public—simply because it offers more.

S. L. KWOK & COMPANY.

SOLE DISTRIBUTORS

BANK OF CANTON BUILDING.

TEL. C. 3657.



**This Engine
tells a Powerful Story.**

The power plant in the New Chevrolet represents years of development by one of the world's greatest engineering staffs. It was proved by thousands of miles of testing on the famous General Motors Proving Grounds. It introduces a type of performance in a low priced car—power, speed, smoothness, and quietness and flashing acceleration—that amazes even experienced motorists.

But notwithstanding this sensational performance, Chevrolet's 16 year reputation for fuel economy is more pronounced in the New Chevrolet than ever before, and because of its perfected design and quality construction its maintenance cost is unbelievably low.

Have you had a ride in the New Chevrolet? Ask for a demonstration to-day.

**The Outstanding Chevrolet
of Chevrolet History**

—a six at the price range of a four

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.

SOME MOTORIST'S TROUBLES.

Skidding a Frequent Cause of Accident.

Skidding is probably the most dreaded of all the troubles that beset the motorist.

The reason is rather difficult to fathom, as, according to statistics, skidding only accounts for a small proportion of accidents, but I am convinced that it actually accounts for a great many more than is imagined, and does not get the full credit it deserves, writes a correspondent.

The probable reason for this dread of skidding, is that to the ordinary driver, it represents something over which he has no control, and only rarely experiences.

I can remember a somewhat similar state of affairs during the early part of the war, in what was then the Royal Flying Corps, in which at the time I was teaching people to fly. New pilots were frequently killing themselves after a stall in certain types of machine, when they got into a spin. Largely through the agency of the Gosport "stunt" school, it was decided that the best way to stop this was to take the new pilots up, and deliberately spin them, and show them that it was perfectly easy to get out.

This worked at once, and soon spinning became merely a part of routine flying and the death rate was immediately reduced, as people only crashed when they got into one too near to the ground.

Slippery Streets.
The London General Omnibus

Company have adopted somewhat the same policy in training their drivers, as they put them all through a skidding course on a specially prepared slippery track. This, of course, is necessary from the omnibus drivers' point of view on the slippery London streets. I am certain that on a wet day the ordinary motorist would be unable to manage a solid tired omnibus at all, and the difficulty in keeping one of these great vehicles even moderately straight would be a revelation to him.

Of course, it would be impossible to put every private motorist through a skidding course, but I can heartily recommend anyone who takes a pride in his or her driving, to try a little practice in some safe place. Dodging bamboo poles on a wet surface can be excellent fun, and will give a driver more confidence in his car than anything else.

If we consider the matter, however, from the point of view of the ordinary driver, who never has or never will have an opportunity for practice, and whose first experience of skidding, is to find himself wallowing about in the middle of a crowded street, without the vaguest idea of what to do next, we must obviously try and eliminate some of the causes.

There are still, of course, many dangerously slippery road surfaces, though these are rapidly becoming fewer, and in a few years should be practically

'PLANE SPIES' ROUTES.

Oil Lines Found.

A new use for an aeroplane has been discovered by the Texas Company, in connection with the construction of pipe lines from oil wells to refineries in the U.S.A.

A special machine is used for making aerial surveys and panoramic maps, in order to determine the most suitable routes for the lines.

eliminated.

Worn Smooth.

The inspector to a large insurance company once told me that in the case of an accident, in which skidding was suspected as the cause, he always first examined the tyres of the cars involved. If he found one in which the tread was worn smooth, he did not trouble to look any further.

Few motorists realize the wonderful tyre wear that we have to-day. Our tyres hardly cost us more, and yet they run three or four times the distance they did only a few years ago. Punctures are extremely rare and other tyre troubles negligible.

The only trouble is that for about a third to a quarter of the tyre's wear, the tread will have been worn practically smooth, and though the tyre is able to carry on for many thousands of miles, the vehicle to which it is fitted will be prone to skid in wet weather.

I was told recently by the engineer in charge of a large public service fleet of cars, which are required to maintain a fairly high speed, that he was not interested in systems of tyre maintenance, as the life of his tyres depended on the life of the treads. He always found that long before the tyres were worn out the non-skid treads had ceased to exist, and he could not send his men out with smooth tyres as they were a public danger.

Four-Wheel Brakes.

This is the case as far as most private motorists are concerned, but you cannot expect a man to scrap his tyres long before they are worn out. There is a real opportunity for an inventor here, as a tread that would remain non-skid for the whole life of the tyre would save many accidents and many lives besides making driving much less nerve-racking for nervous people.

Another fruitful cause of accidents is the existence of badly adjusted four-wheel brakes. Four-wheel brakes have proved a great boon to the motorist, but a badly adjusted set is worse than useless, and in fact, an actual source of danger.

To get one wheel locking and taking all the braking strain is asking for trouble on a slippery road. There are many suitable brake testers in use to-day which show the actual braking effort on each wheel, and motorists for their own safety, if they suspect unequal braking, should have a test made.

There is widespread belief that if a car is really low built it will not skid. This is not true. Low-built cars will not turn over easily, yet from the skidding point of view many really low-built cars are the worst offenders. I know of several famous sports cars which are terrible hard to control on a greasy surface, just because they are too low.

MERELY IMAGINARY?

Observe this picture that I paint With highly-idealistic brush— A subject rare, and rather quaint Peers from the board with modest blush, Though not attired in shining steels This kindly, unassuming lad Is Galahad, a knight on wheels— Step up and meet him, you'll be glad.

He isn't meek and yet he's mild, He always yields the right of way; He doesn't bellow and grow wild Nor harsh tunes on his klaxon play When someone stalls and blocks his path; He tricks road-hogs and their tricks; His judgment's, never dimmed by wrath; He wastes no breath in verbal bricks.

He never cuts a corner's edge Nor speeds across the least cross street; He keeps his place on mountain ledge As on a road of eighty feet; When children come in sight he'll slow; His right foot ready for a stop; His headlamps never glare, they glow; He never argues with a cop.

You can't mistake his signals clear Before he stops or turns about; Pedestrians don't walk in fear Nor rush like remnants of a rout Before his charge. So I insist He is the paragon of knights. What's that you say? He don't exist? No? Well, perhaps—perhaps you're right.

1,000 CAR GARAGE.

London's Latest West End Structure.

LOWER CHARGES.

For the first time royal patronage has been given to the opening of a garage in the West End of London. The Duke of York recently opened the new Lex Garage in Little Poulney Street and Lexington Street. Only a short time ago Colonel Ashley, as Minister of Transport, opened another of these big garages, which it is hoped will do much to relieve the pressing parking problem in the West End, but "the Lex," which the latest and biggest of these super-garages is called, is something more remarkable. It has cost something like £160,000 to construct and can accommodate over a 1,000 cars on its 100,000 square feet covering five floors. Moreover, all of these cars can be got out and the garage cleared in twenty minutes, a feat which the very latest of the American garages could scarcely equal.

Runways of an easy gradient are provided to the three higher floors as well as to that in the basement from four entrances, thus leaving the lifts free for the use of motorists, who are furnished with sinks for dressing-rooms and bath-rooms, while there is a clubroom and waiting-room for chauffeurs. Being in the centre of theatredom, the garage will help to solve the problem of parking for theatre and restaurant clients, a difficulty which managers say has seriously affected their business, and at the same time it is likely to have the effect of bringing down the high tariffs for garage accommodation in Mayfair.

NOTICE TO ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

ing down the high tariffs for garage accommodation in Mayfair.

A C SPARK PLUGS

Proved by Every Test Standard to the World

PERFECTED BY THE WORLD'S LARGEST AND MOST POWERFUL ORGANIZATION ENGAGED IN THE MAKING OF SPARK PLUGS. USED AS FACTORY EQUIPMENT BY OVER 200 SUCCESSFUL MAKERS.

"THE STANDARD SPARK PLUG OF THE WORLD."

THE CHEVROLET FACTORY ALONE TAKES NEARLY A MILLION A.C. PLUGS EVERY YEAR. TO NAME A FEW OTHERS—BUICK, ESSEX, CADILLAC, CHRYSLER, PONTIAC, CHANDLER, HUDSON, OAKLAND, NASH, HUMPHREY, LA SALLE—AND DOZENS OF OTHERS.

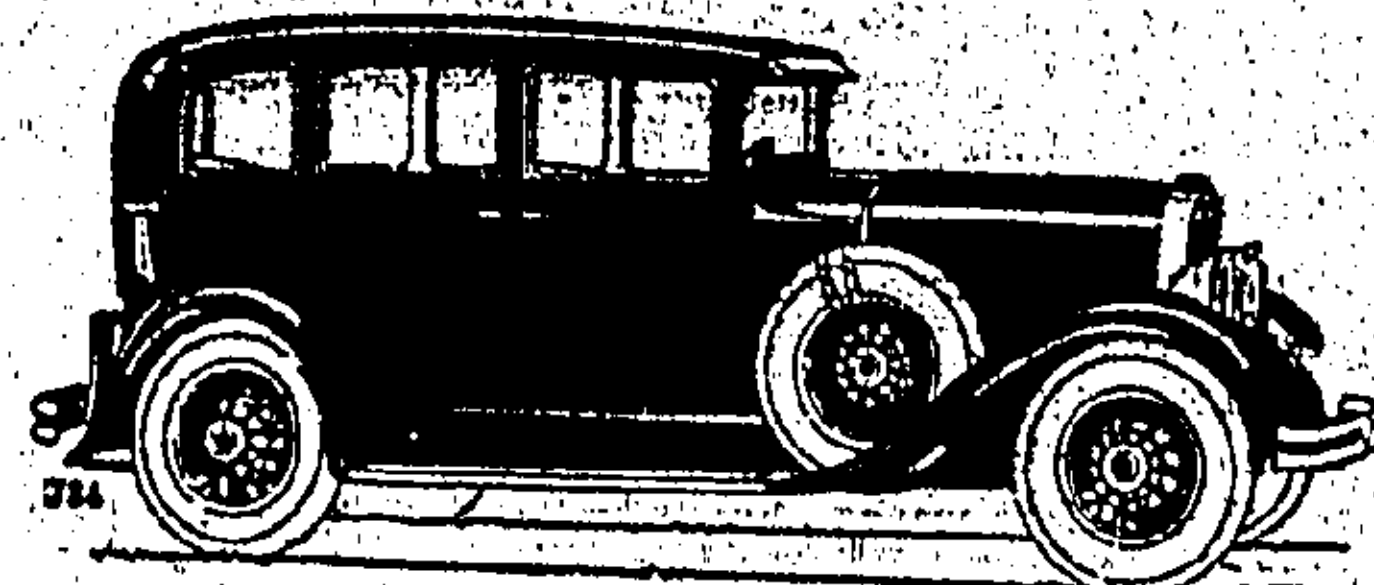
It will Pay you To Fit A C

Hong Kong Hotel Garage. SOLE DISTRIBUTORS FOR SOUTH CHINA.

Fine car features at low cost

STUDEBAKER'S New

DIRECTOR SIX



STUDEBAKER now offers a larger... finer Director Six—as a still lower price!

Holding more official stock car records for speed and endurance than all other American manufacturers combined, Studebaker leads the world in car-for-the-money competition. The New Director takes its place among Studebaker's champion motor cars as a value unmatched in its price range.

Drive The New Director! Enjoy its cradled riding ease, its thrilling mile-a-minute performance! Come, take the wheel of a Director Six and prove it yourself!

115-inch wheelbase.

Oil filter, petrol filter and crankcase ventilating system.

Lanchester vibration dampener.

Thermostatically controlled cooling.

Double-drop chassis frame.

Hydraulic shock absorbers.

Steel core safety steering wheel.

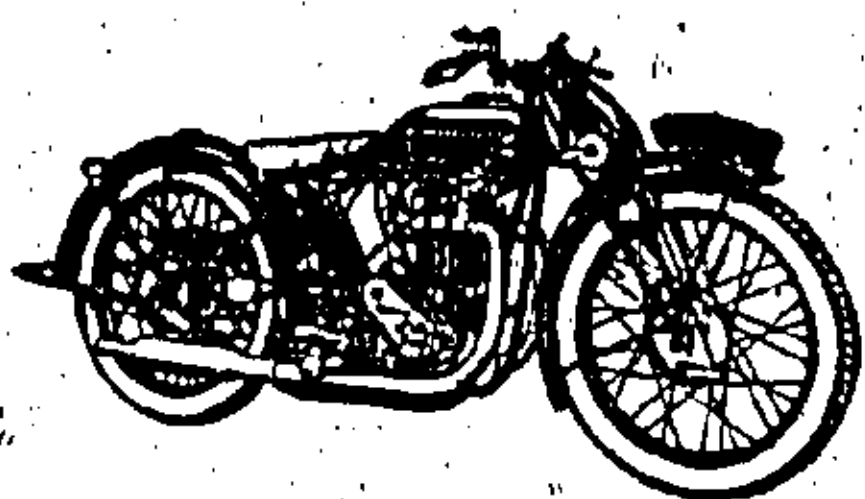
Adjustable steering wheel and driver's seat.

Amplified-action 4-wheel braking.

Tarnish-proof chromium plating.

Coincidental lock to ignition and steering.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4769.



"EXCELSIOR"

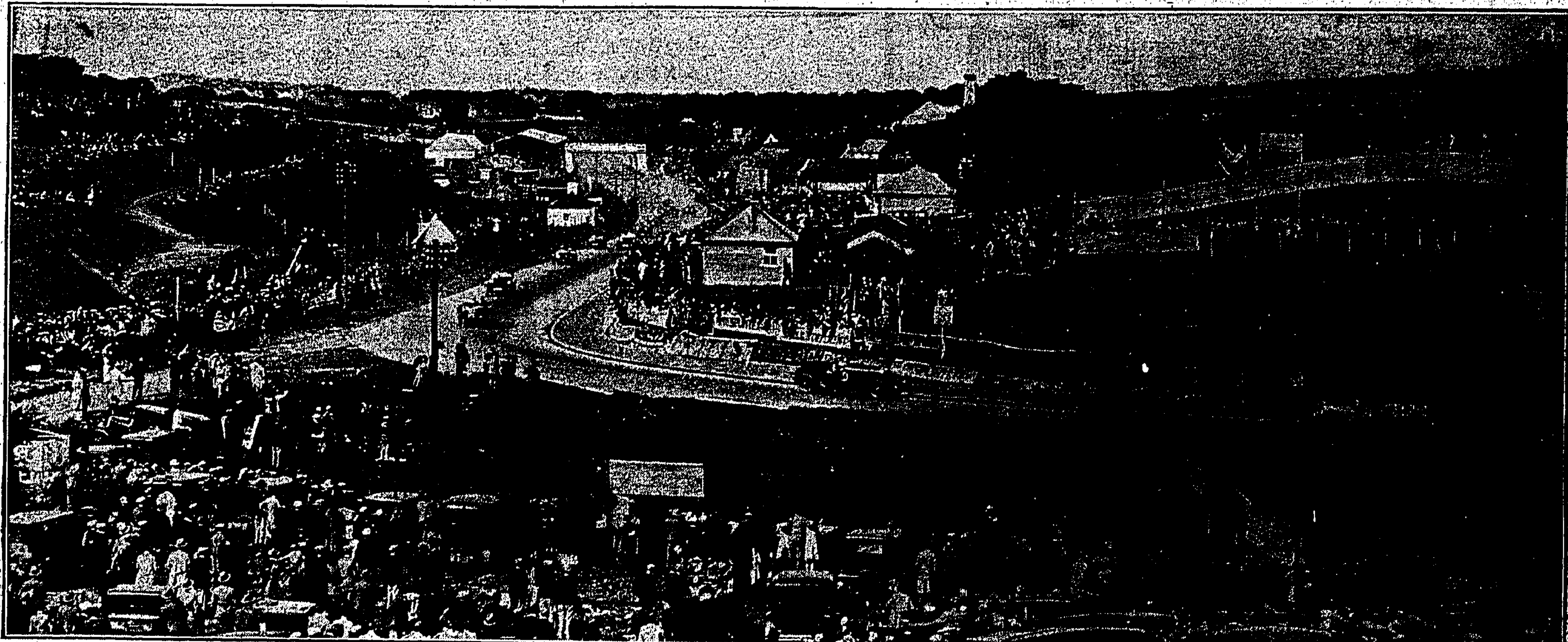
THAT CANNOT BE EXCELLED IN

Reliability and Economy

The purchaser of "Excelsior" knows when he buys this machine that it is a motor cycle whose performance is a foregone conclusion—the reliability of which has been proved in every kind of trial or test and under every condition of road or track, and its price is so low that it cannot be beaten.

Apply for particulars.

THE SINCERE CO., LTD.
SOLE AGENTS.



The International Tourist Trophy Race which was organized by the Royal Automobile Club on the Ards Circuit, Ulster, Belfast, was won by Germany, R. Carracciolo, in a Mercedes-Benz, completing the 410 miles at an average speed of 72.82 miles an hour. Our picture shows the competitors at Mill Corner just after the start of the race, in which 65 drivers took part. (Times copyright).

A SEVERE TEST OF A CAR.



The qualities claimed for the new Marquette, built by Buick and General Motors, have been proved true in many parts of the country during the past few weeks—but it remained for two Texans to demonstrate that the Marquette is not only fast and powerful, but that it also has the qualities of an amphibian.

A South Texas flood recently covered the roads out of San Antonio to Victoria under water of varying depth, and highway travel was paralyzed. In fact, the

road had been unused for a week, when T. M. Scott, Buick dealer at Victoria, Texas, arrived by train in San Antonio with a member of his sales staff, to make delivery of two new Marquettes.

Mr. Scott was advised not to attempt the trip through the flooded area, but the cars were needed in Victoria, and, discounting the fears of other motorists, he piloted the cars out on the flood drenched roads.

At times the water was so deep that it washed through the floor

boards; for miles the hub caps were nearly submerged, but the Marquettes pushed on through. Detours were numerous. At frequent intervals the party passed other cars along the one hundred and fifty mile drive stranded in the swirling muddy waters of the over-flowing Guadalupe River.

However, Scott's faith in the Marquette was justified when the two cars finally pulled safely into his home town—the first cars to traverse the flood-ravaged roads in more than a week.

THE MOTOR UNION INSURANCE CO. LTD.

Incorporated in England
(Under the auspices of the Automobile Association)

BEFORE INSURING CONSULT US ON OUR COMPREHENSIVE POLICY

For full particulars apply to:
THE UNION TRADING CO., Ltd.
York Building. Phone C. 587.



YOUR CAR SHOULD CARRY AN AUTO-TOTAL THE BEST MOTOR CAR FIRE & COLLISION INSURANCE IN THE WORLD.

Prices from the Sole Agents,

KELLER, KERN & Co., Ltd.
15, Connaught Road, C.
Telephone C. 3120.

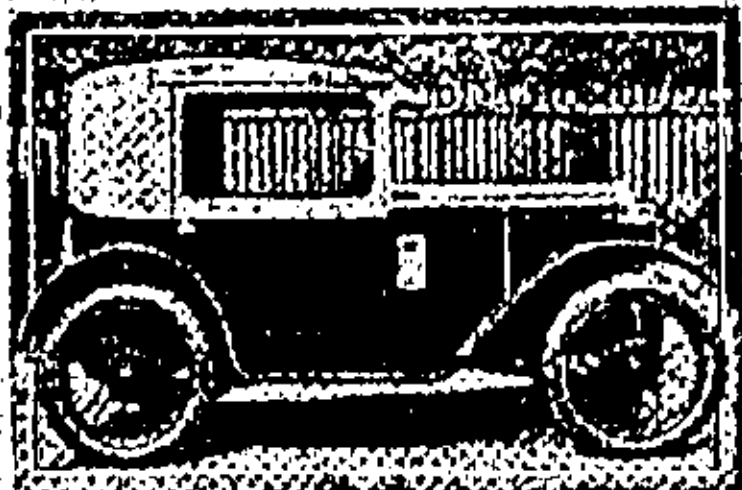
The Only

EXCLUSIVE AUSTIN MOTOR CAR SERVICE SHOP IN HONGKONG!

AUSTIN OWNERS

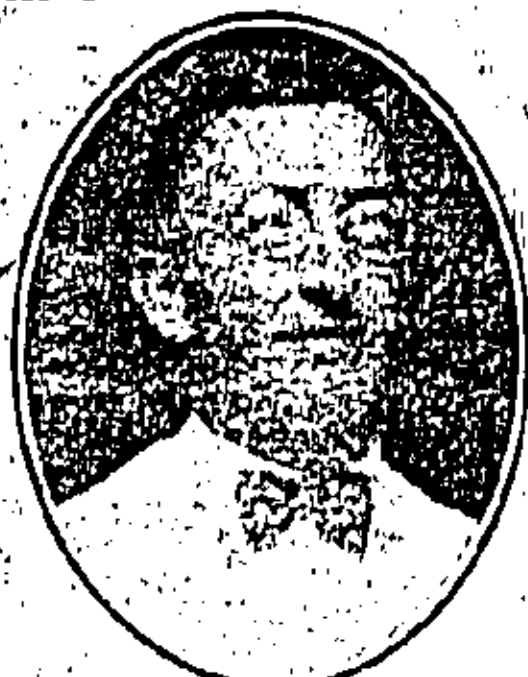
—Phone Central 3714.

AND ASK FOR GETZ—HE WILL ATTEND TO YOU PERSONALLY, PROMPTLY AND COURTEOUSLY.

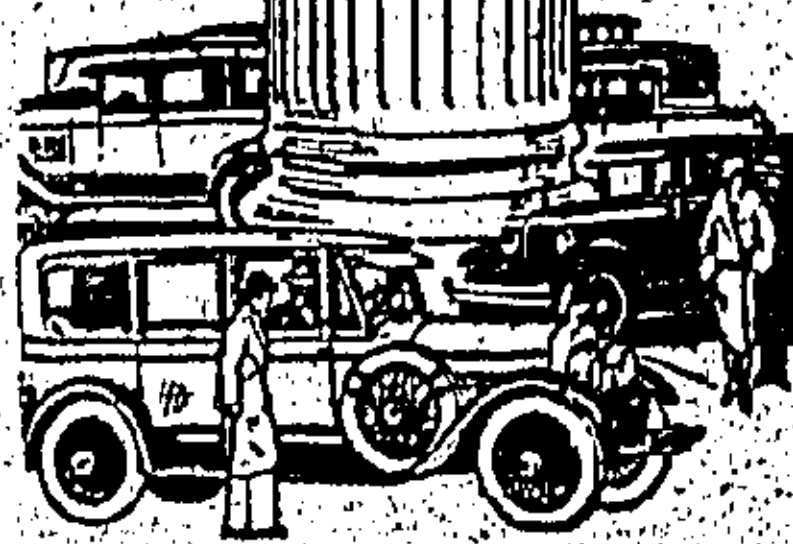
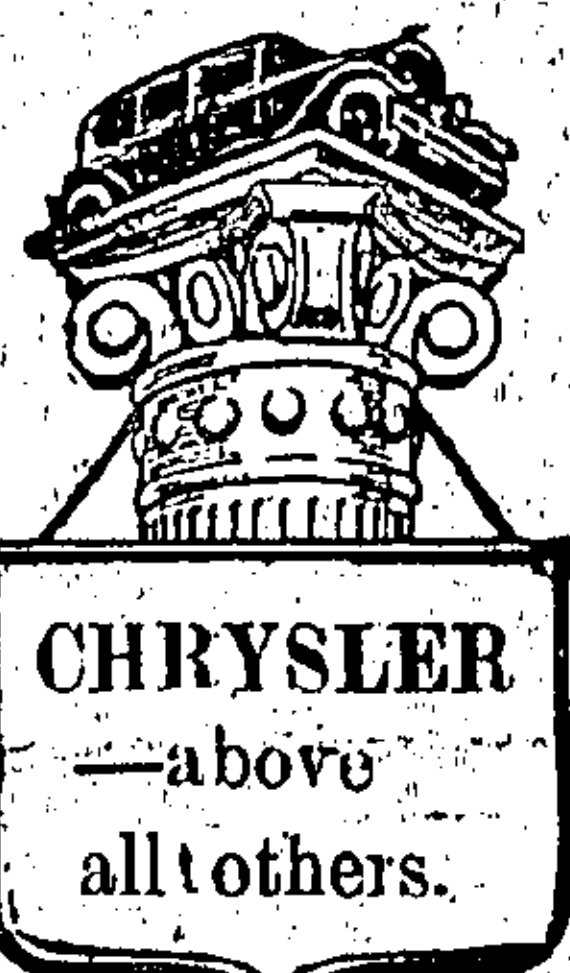


Every Job—Big or Small—is directly supervised by Mr. Getz.

THE IDEAL MOTOR CAR CO.
LOCKHART RD. NEW RECLAMATION—WANTCHAI.



"GETZ WILL TREAT YOU RIGHT"



SOLE AGENTS

The Republic Motor Co. of China.

(Successors A. LUNG & Co. Auto Dept.)
80-82, Les Voeux Road



Firestone

Quality Proven by Performance

HERE are tires that have written their own enviable history. Achievement after achievement, ruthless demands have been answered with astounding records of performance beyond anything ever before known.

Such performance is not haphazard; it is the result of methodical engineering calculated to produce consistent results under all circumstances, at lowest cost.

We are giving motorists "Most Miles per Dollar" come in and let us show you how and why.



THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

NOTHING BETTER THAN

BROCKWAY

Six Cylinder Engine—Four Wheel Brakes—Fully Equipped—
A Modern Truck of Advanced Design—Superior in Performance

THE TRUCK WITH SPEED, POWER AND ENDURANCE.

Unmatched in appearance and performance—the best light truck transportation obtainable. All of these factors, combined with rugged endurance, give to the commercial world the finest BROCKWAY ever built.

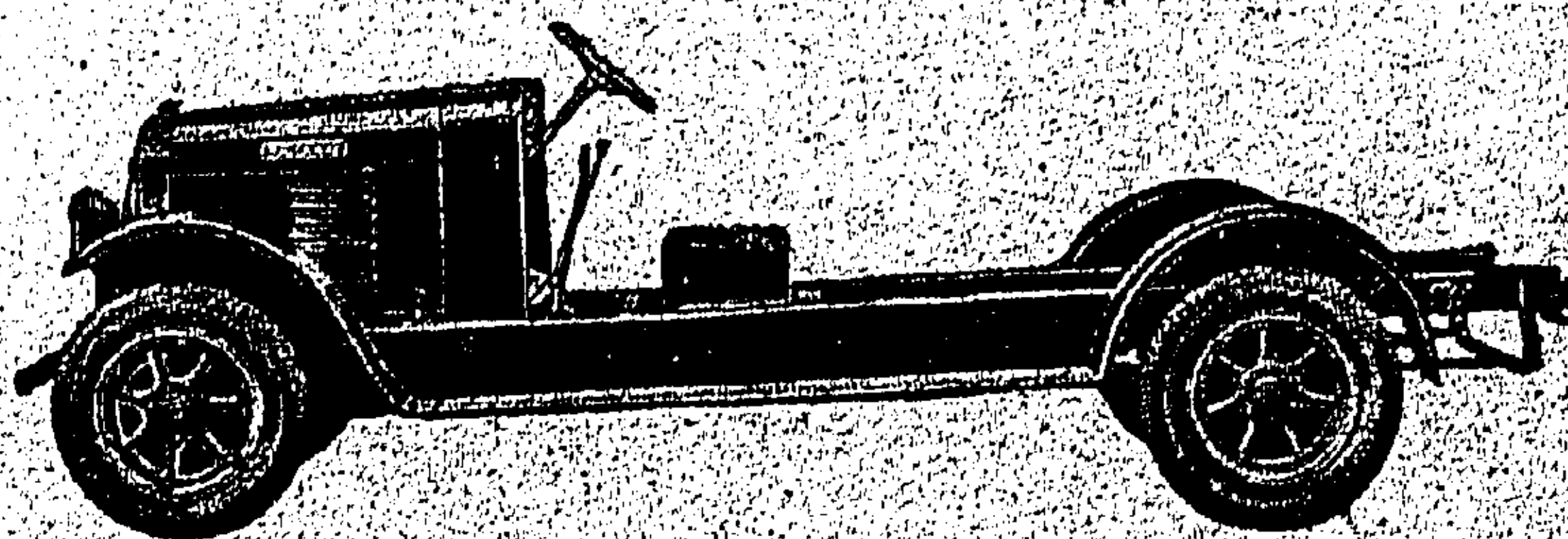
FULL PARTICULARS FROM—

THE ASIATIC AMERICAN CO.

SHOWROOM
OFFICE

11, QUEEN'S ROAD EAST. Tel. C. 575.
48, STANLEY STREET. Tel. C. 244.

LET THE BROCKWAY SOLVE THAT TRANSPORTATION PROBLEM!



MONET-GOYON
THE GREATEST MOTOR CYCLE VALUE.
THE MACHINES WITH
AN INTERNATIONAL REPUTATION
for
RELIABILITY, SPEED, COMFORT
fitted with

VILLIERS 2-STROKE SUPERSPORT ENGINES
and
M.A.G. 4-STROKE SUPERSPORT ENGINES
Ask for easy payment plan.

THE FRENCH MOTOR CYCLE Co.

48, Nathan Road, KOWLOON.

THE DAJLOK MOTOR Co.

88-97-50, Tai Ping Road, CANTON.

MERCHANT MARINE UNIFORM.

PENALTIES PROVIDED FOR IMPROPER USE.

LOCAL ORDINANCE.

The *Gazette* contains the draft of an ordinance to make provisions with respect to the British Mercantile Marine Uniform.

The object of this Bill is to prevent improper use of the British mercantile marine uniform. It is based on the British Mercantile Marine Uniform Act, 1919, and 10 Geo. 5, s. 62.

Clause 3 of the Bill is as follows:

(1) If any person not being entitled to wear the British mercantile marine uniform, wears that uniform or any part thereof, or any dress having the appearance or bearing any of the distinctive marks of that uniform, he shall upon summary conviction be liable to a fine not exceeding fifty dollars, or, if he wears it in such a manner or in such circumstances as to be likely to bring contempt on the uniform, to a fine not exceeding one hundred dollars or to imprisonment for any term not exceeding one month: Provided that this section shall not prevent any person from wearing any uniform or dress in the course of or for the purposes of a stage play or circus performance, or a musical hall or circus performance, if the uniform is not worn in such a manner or in such circumstances as to bring it into contempt.

(2) If any person entitled to wear the British mercantile marine uniform when aboard a ship in port or on shore appears dressed partly in uniform and partly not in uniform in such circumstances as to be likely to bring contempt on the uniform, or being entitled to wear the uniform appropriate to a particular rank or position, wears the uniform appropriate to some higher rank or position, he shall upon summary conviction be liable to a fine not exceeding fifty dollars.

Air Force Uniforms.

The *Gazette* also contains the draft of an Ordinance to amend the Uniforms Ordinance, 1895.

The object of this Bill is to extend to Air Force uniforms the protection already given to military uniforms by the Uniforms Ordinance, 1895.

NEW PRINCE LINE VESSEL.

MOTOR SHIP DUE HERE TO-MORROW.

A mean speed of over 16 knots was obtained by the new twin-screw cargo and passenger motor-ship *Cingalese Prince* during highly successful official trials in the Firth of Clyde.

Built by the Blythwood Ship-building Company, Ltd., Scotstoun, for the Rio Cape Line, Ltd., under special survey to Lloyd's Register's highest class, and in compliance with the latest requirements of the British and American authorities, the vessel is about 460 ft. in length, 60 ft. in breadth and 42½ ft. in depth from the shelter deck.

There are three complete decks, and the cargo-handling appliances include 19 powerful electric winches controlled from a central control room. The steering gear is of the electric hydraulic type, and a very powerful electric windlass, fitted on the forecastle, has a large separate barrel for working two heavy derricks on the promenade deck. All the auxiliary machinery throughout the vessel is electrically driven, the current being supplied by three generators, each of 315 kw., installed in the engine room. The electric wiring for the power required by the deck machinery is on the ring system. The propelling machinery has been supplied by Richardsons, Westgarth and Company, Ltd., West Hartlepool, and consists of two sets of four-cylinder engines of the Doxford opposed piston type. The *Cingalese Prince* is due in Hongkong to-morrow on her maiden trip to the Far East.

SWIMMING SPORTS.

QUEEN'S COLLEGE PUPILS AT NORTH POINT.

The annual swimming sports held in conjunction with Queen's College at the South China Athletic Club, North Point, yesterday afternoon, provided good sport and some keen contests were seen.

Prizes were distributed to the winners by Mrs. A. R. Sutherland who was introduced by Mr. A. H. Crook, headmaster. He welcomed Mrs. Sutherland and expressed gratitude to the President and committee of the South China Athletic Association for the loan of the pool. Mr. Crook commented that no other sport had made such strides with Chinese during the last few years and their physical had improved greatly. He concluded by thanking Mr. J. C. Fletcher and those who had helped him in organizing the meeting.

FENG'S PRESSURE ON NANKING.

(Continued from Page 1.)

be sent to Canton, according to a Nanking report which says that Chiang Kai-shek has decided to dispatch the whole of the Nanking Third Division under Gen. Miao Biao-wan. It is understood that this Government has commended the steamer and is making all preparations for the embarkation of the thousands of units of the Third Division for Canton.

A sensational rumour is in circulation, to the effect that the National Government has ordered strict surveillance of the movement of General Tang Seng-chi. The report says that Tang Seng-chi is a virtual prisoner.

The Government's suspicion of him is based on the allegation that General Tang Seng-chi, with five or six other Nationalist leaders, had signed the proclamation of General Chang Fat-kwei denouncing the Marshal Chiang Kai-shek.

Position Considered Serious.

Hankow, Sept. 27. It is believed that Chang Fat-kwei intends to link up with the notorious Communist leader, Ho Lung, who is his former ally and who is with the Kwangsi party. The Government has ordered the Chinese to cut off Chang Fat-kwei's forces, but it is likely he will find it more convenient not to molest him. So far as is ascertainable, Chang Fat-kwei's march to the Kwangtung border is not being hindered.

The Government is now called upon to face a combination of the Ironsides and the Hunan Communists and Kwangsiites, and the situation is again taking a very serious aspect.—*Reuter*.

Socialist Army.

General Chang Fat-kwei's famous 4th division, popularly known as the "Ironsides," against which Nanking troops are moving, is unique in the world. It is the only military unit which can lay claim to the fact that it is "socialist."

With the "Ironsides," Jack is as good as his mother and the private is good as his officer when it comes to the pay envelope. When the 4th division first sprang into prominence during the campaign against the northern militarists, it was stated that there was only one scale of pay, officer and private ranking alike. Furthermore, it was not a case of officers conferring and then commanding. Before the "Ironsides" go into action the entire division votes on it.

The "Ironsides" are not only noted for their bravery but their iron discipline. Cromwell's famous fighters of the same name were loose livers compared with General Chang's men. There are no pipes of the narcotic that cheer among these men of "iron." The rattle of dominoes and ivory counters is never heard in the mess rooms. Promiscuous wandering about the places of amusement after dark is never permitted. Visits to "sing-song" houses and the usual method of feasting and entertainment are taboo. Men of the "Ironsides" army have to submit to the most rigorous discipline. Death is the punishment for opium smoking, desertion or the entertainment of guests and drinking is punishable by 200 stripes with the bamboo and three months' imprisonment.

Yet, with it all, the "Ironsides" appear to be reasonably happy. There is a sense of loyalty to be found in their midst which is outstanding among troops of most Chinese armies it is reported.

According to a report from Ichang, the announcement of their withdrawal to Honan is regretted by the citizens who have enjoyed a sense of peace and security during their presence in the city which has not been felt for many years.

After Mrs. Sutherland had distributed the prizes she was given three hearty cheers on the call of Mr. Crook and was presented with a bouquet.

Following were the results:

25 yards, small boys, 7-8—1. Lai Pui-sin. 2. Yeung Pook-pui. Two lengths, free style, junior—1. Ip Chi-chiu. 2. Lai Lok-sin. 3. Yeung Yuk-wa.

Two lengths, free style, senior—1. Wong Wing-nin. 2. So Yan-kit. 3. Wong Kam-to.

100 metres, free style, junior—1. Ip Chi-chiu. 2. Yeung Yuk-wa. 3. Wong Shin-hung.

100 metres, free style, senior—1. Wong Shu-chi. 2. So Yan-kit. 3. Yung Wa-fai.

Two lengths, breast stroke, junior—1. Yeung Yuk-wa. 2. Lai Shin-man. 3. Kwok Pak-tin.

Two lengths, breast stroke, senior—1. Wong Shu-chi. 2. Wong Kam-to. 3. Ko Tai-tim.

Two lengths, back stroke, junior—1. Ip Chi-chiu. 2. Yeung Yuk-wa. 3. Ip Hon-sun.

Two lengths, back stroke, senior—1. Yung Wa-fai. 2. Wong Shu-chi. 3. Wong Kam-to.

Diving—1. Chik Sit-took. 2. Wong Wing-nin. 3. Chu Yuen-chi.

Masters' Race—1. Mr. J. C. Fletcher. 2. Mr. Chan Cheuk-wa.

The small boys' team race was won by 7a. The junior class team race resulted in a win for 4a and the senior event was won by Full 3c. Included in the programme was a long plunge but because the set of the tide was unfavourable this was not held.

CHOLERA CASES AT SWATOW.

LECTURERS ENGAGED TO URGE PREVENTIVE MEASURES.

DOCTORS VERY BUSY.

Swatow, Sept. 23. There is a good deal of cholera in the port. This tends to be the case every year, but fortunately it has come late in the season and will possibly not reach the proportions of an epidemic.

The Municipal Public Health Bureau is taking up the matter actively, though somewhat belatedly, and the papers are giving it much publicity. So much is this the case that one might think the outbreak more serious than it is, did not inquiry show that it is less severe than in normal years.

The publicity given is useful for the spreading of information as to preventive treatment, and various groups of speakers have been commissioned. Preventive inoculation is also being given at the various hospitals.

In previous years, the burden of treatment has fallen almost exclusively on the doctors of the English Presbyterian Mission, and the epidemic coming, as it does, in the summer heat often proved a very severe strain. The pioneer of cholera treatment in the port was Dr. Duncan Whyte, who was so much overworked in the days before the intravenous method of injecting the saline solution used in treatment that he undermined his constitution, and eventually succumbed to the after-effects of his work.

The present doctors are kept hard at it in the heat, but more is being done by other hospitals and doctors in private practice. It is an instance, however, of the hasty methods of the present administration that they had no hospital ready for the reception of patients when the outbreak occurred. In former years the Mission Hospital has co-operated with the large benevolent society known as the Thai-hong, which placed rooms at its disposal for treating the patients. While it is true that the accommodation was bad it was better than nothing, and if treatment was effective the patients need not be in the place long. But the Municipality forbade the use of this accommodation without providing any other.

Some cases are being treated in hospital, but this is unsatisfactory; and treatment at home is both undesirable from a medical point of view and an added strain on doctors hard put to it in the heat. The work has to be entirely on benevolent lines, both for its urgency, and because the cases are largely from the very poor.—*Our Own Correspondent*.

SINO-SOVIET PEACE NEGOTIATIONS.

RESUMPTION OF DISCUSSION AT BERLIN.

Nanking, Sept. 27. The Ministry for Foreign Affairs has been officially advised that the German Consul General at Vladivostok has been ordered to proceed to Blagovestchensk and Khabarovsk to investigate the conditions there.

Dr. C. T. Wang in a statement says a solution of the Sino-Soviet controversy has still to be devised. Mr. Chiang Tso-ping is expected to arrive at Berlin from Geneva to-day, and will carry on negotiations with the Soviet representative there.—*Reuter*.



"Well, it's your own fault, mother; couldn't you have just politely asked them to come over sometime, instead of naming a date?"

OLD LONDON.

(Continued from Page 6.)

Street into Waterloo Place. Here our principal entertainment was seeing the shop windows being prepared for the day, a less variegated, artistic and amusing process than it is nowadays. Then through Cockspur Street, where all the great shipping lines have their quarters, and Old Glory, as much in evidence as the Union Jack, through Trafalgar Square, maintained by many to be the finest site in the world, though on that day a sorry spectacle in another sense; for the previous day there had been something like a riot in this home of free speech, and discordant remains lay scattered around.

Then came the last and most historic stage of the day's journey. We drove down Whitehall, past the headquarters of the Admiralty, known to that great little diarist, Pepys, as the Navy Office; with its famous screen designed by the brothers Adams, now disfigured by vandals, but later to be restored to its original condition.

Then came the Horse Guards, the headquarters of the Household Cavalry; a marvelously sound and judicious piece of architecture, in front of which sat the two motionless mounted sentinels, giants of the Life Guards, with glittering helmets and cuirass, white plumes, tunics, white buffskin breeches, on a coal-black charger. With gorgeous saddles and curly white sheepskins on saddle bows. Had they been Horse Guards the plumes would have been red, tunics blue and sheepskins black. Originally the duty of these sentinels was to guard the King as he lay at Whitehall Palace. Then, grudgingly enough, they mounted guard over the King's execution; for directly opposite the Banqueting Hall, built by Inigo Jones, still stands, and the window can be seen from whence Charles Stuart stepped to his execution on that cold January morning in 1649.

The "Bus" finally halted opposite a little refreshment shop at the lower end of Parliament Street. Both shop and street are now done away with, and in their place stand more palatial Government buildings. A big good-bye to my friend, the coachman, clamber on to the "Knifboard," along it, and down the steps at the back. Big Ben, towering above me, strikes the half-hour. It is 3.30 I must be in my place in school chapel in quarters at an hour.

Our chapel is none other than the famous Poets Corner of Westminster Abbey. My seat I remember to this day. It is just behind a small slab erected to the memory of one Thomas Parr "of Ye County of Suffolk, Who Lived to the Age of 156 Years, and Through Ye Reigns of Ten Princes." That this worthy's amazing longevity had earned him such an honoured resting place was just and right; but why, one wonders, among the poets? The delightful daily "Bus" ride is over, only to be repeated on the morrow, and so on, daily for the next six months, after which I became a boarder at the school, often wondering what the future would bring forth. On looking back among the many good things I brought, few have given more pleasure than that daily drive through an historic part of London upon a vehicle that has now itself become historical.—*C.F.A. in the Christian Science Monitor*.

The Very Idea!

A lady whose name is well known writes to a Home paper to ask whether there is any cure for the victim who is haunted for days or weeks on end by a particular tune, on any explanation of the malady on which medical works appear to be silent. I can sympathise with my correspondent for I, too, suffer at times from haunting melodies, says a commentator.

It may be anything from a hymn tune to a comic song which suddenly fastens itself upon me, pursues me through the day so that I find myself softly humming it, accompanies me to the bed, and starts again early in the morning. I suppose it signifies a pin-lose in the highly intricate machinery in the brain; and perhaps some of our modern psychological experts can tell us of a better cure than letting the musical box run down.

If the tune gets badly on the nerves of the sufferer I should say that rest and change are indicated. Otherwise time will sooner or later effect a cure.

An Irish Officer: "Men, ye are on the eve of battle. Will ye fight, or will ye run?" "We will," shouted the men, eagerly. "Which will ye do?" says he. "We will not," says they. "Thank ye, men," says he; "I thought ye would."

A reader sends to a London paper an account of a curious phenomenon, witnessed by him at Sheerness recently. "I was sitting," he writes, "on the front seat of a motor omnibus, waiting for it to start, and looked to where I saw the two black funnels of a steamer and two masts with connecting wires. Suddenly there appeared from the left side of the nearer funnel a youth clad in brown coat and knickerbockers with a knapsack on his back, followed by a girl in a light blue dress. They walked to the right side of the funnel and then stepped off into space in which they walked upwards until I lost them in the clouds."

"Of course it was a reflection of a young couple walking on a hillside somewhere beyond. It was a most weird experience."

Small Boy (at the seaside): "When does the tide come in?" Old Salt: "Five-fifty-five. I've told you a dozen times!"

Small Boy: "I know, but I like to see your whiskers waggle when you say five-fifty-five."

It is reported by members of a New York scientific expedition that fish have been discovered off Nonsuch, Island, near Bermuda, which are so elastic that they can swallow their own fish three times their own size.

If this be true the problem of how to get a quart into a pint pot is within measurable distance of solution. One would like to know, however, if the measurements of the fish concerned in this remarkable story were taken by means of a yardstick or were, so to speak, merely manual.

He was whiling away a little time watching the waves and solving the general knowledge questions in his newspaper.

"What is a mixed metaphor," he asked.

"Don't know," replied his chum. "What do you say to popping up to the hotel and calling for one, though?"

Perhaps nothing is so marked about England as the absence of the American vices—except, indeed, the absence of the American virtues.—Mr. G. K. Chesterton.

The modern child is never at a loss for an excuse.—Miss Mabel Campbell.

Man accused of drunkenness at Tottenham—I got sunstroke in India and gassed in the war. Magistrate—And drunk here.

Prisoner at Marlborough Street—It was not exactly a quarrel; it was an altercation. Mr. Mead (the Magistrate)—I remember you as the man who can never answer a plain question.

Detective Sergeant at Clerkenwell—We entered the house and were stopped by the dog. Mr. Pope (the Magistrate)—Good dog.

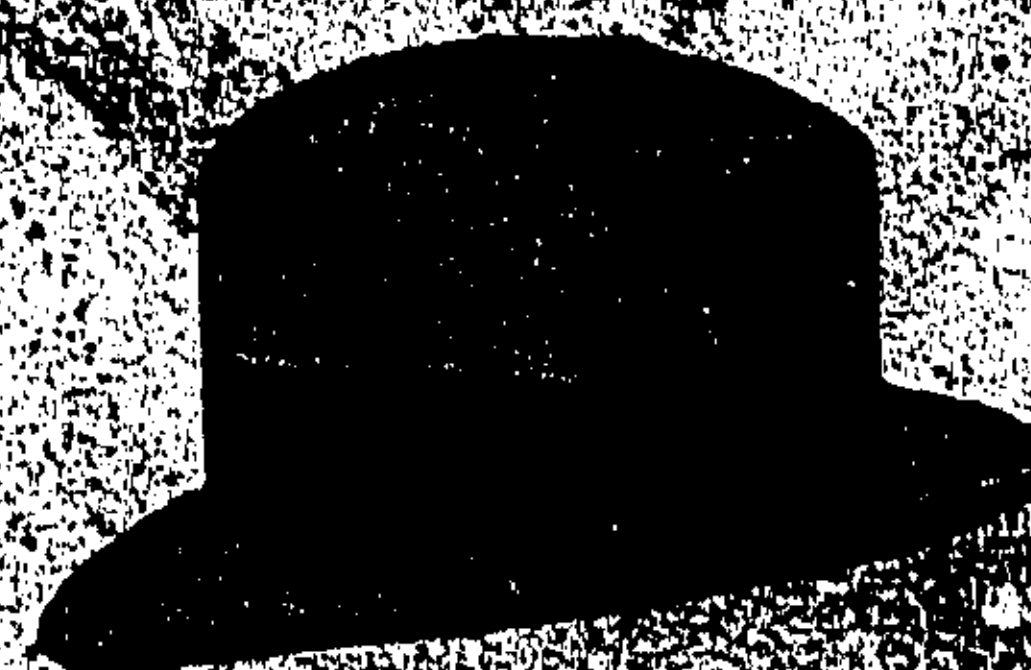
Woman at Tottenham: She said that if I stood where I was she would throw a bucket of water over me. I stood still and she threw the water.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague, Tamatave 2, Alexandria 2 (1), Rangoon (2), Calcutta 15, Bangkok 2 (1), Pnom Penh 1, Chinwangtao 9 (3), Tientsin 1, Shanghai (5), Kobe 2, Osaka 1, Swatow (6), Small-pox, Berbera 1 (2), Bombay 8 (6), Calcutta 3 (5), Cochin 6, Pondicherry 2 (2), Batavia 2, Cheribon 1, Macassar 2 (1).

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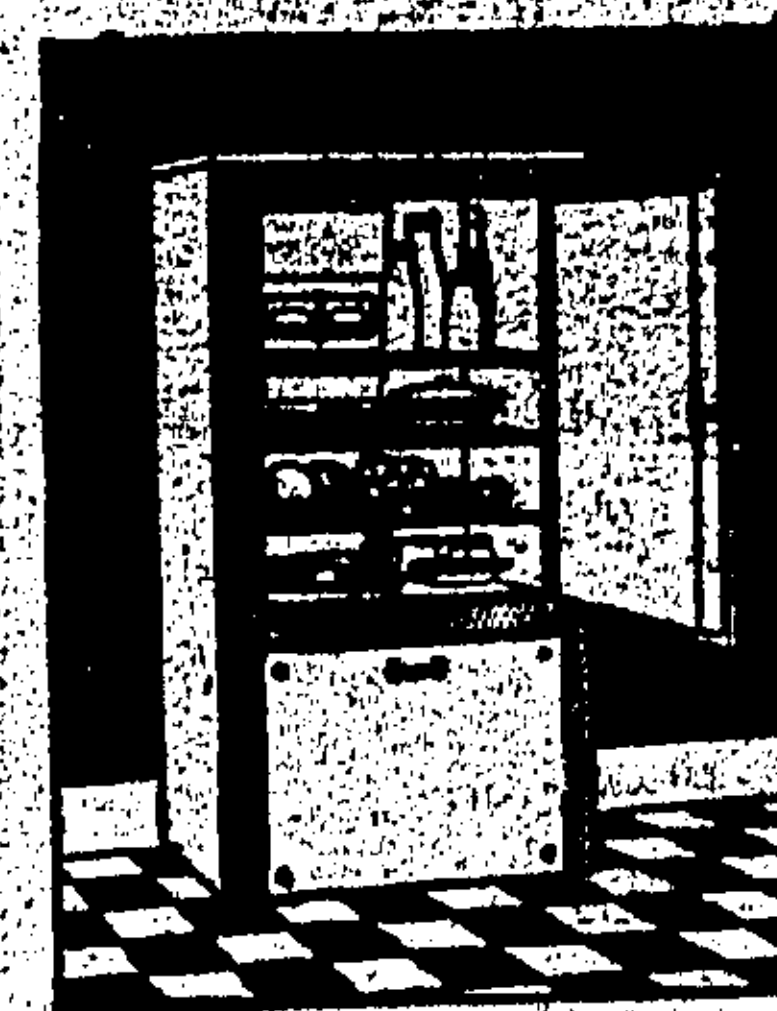


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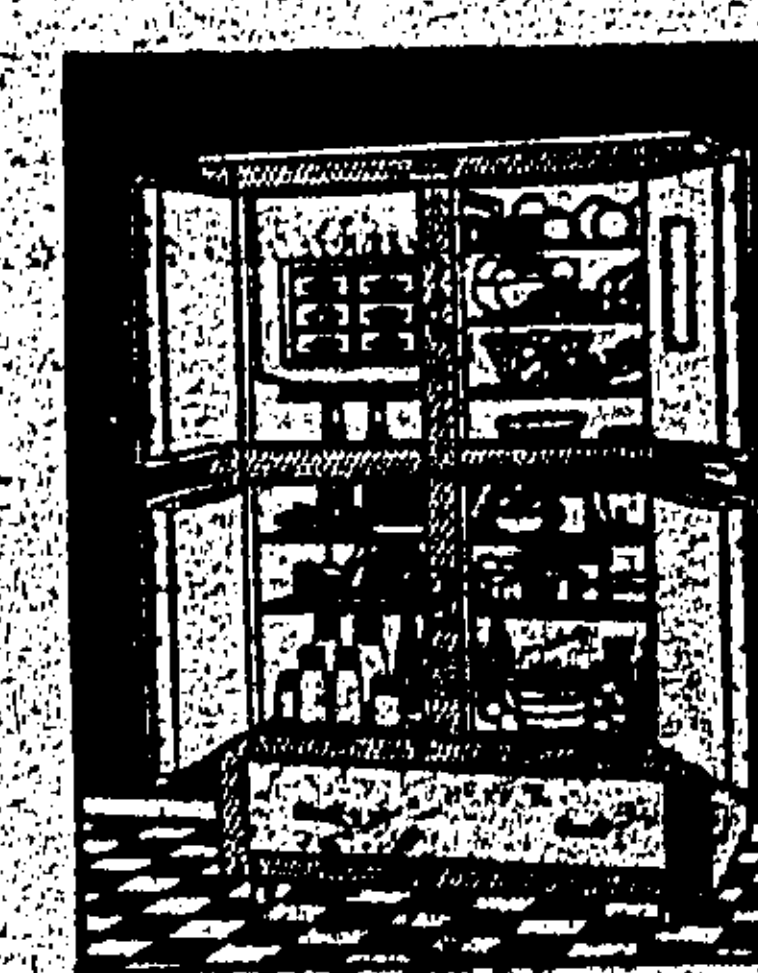


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BOXING.

SCOTTS CHALLENGE TO SHARKEY.

New York, Sept. 28. At the Yankee Stadium to-night, before a crowd of forty thousand, Jack Sharkey knocked out Tommy Loughran in the third round of a ten rounds contest, which was regarded as the semi-final of the competition for the heavyweight championship of the world.

The fight provided an amazing finish. After an uneventful two rounds, Sharkey, ripping into his opponent's left ribs, followed up with a full right to the point, which sent Loughran tottering over like a ninepin. He crumpled up with his head hanging over the lowliest rope, to all appearances out, but he rose on the count of five and walked from his own to a neutral corner, turned his back on his foe and gazed serenely over the audience. The referee was meanwhile holding off Sharkey.

Realizing that Loughran was out, though on his feet, the referee awarded Sharkey the fight. Loughran did not come to for some minutes afterwards.

Phil Scott, challenged the winner for the world title and was rousing received when he was introduced from the ring—*Reuter's American Service.*

Death of Johnny Hill.

London, Sept. 27. The death has occurred of Johnny Hill, the British flyweight champion, at the age of twenty-three.

Hill was training at Strathglo, Fifeshire, for the world's championship fight in London on October 12, against the American, Frankie Genaro. He contracted a chill on Monday, but was allowed out yesterday. He had a relapse during the night, and burst a blood-vessel in his lung.—*Reuter.*

POLO COMPETITION.

FINAL MATCH POSTPONED TO NEXT WEEK.

The final match in the polo competition for the Lady Stubb's Cup which had been fixed for yesterday was postponed until next Wednesday when the Somersets and the Typhoons will meet. Both have played five matches, winning four and drawing one. Yesterday there was the play off between the two teams of Gunners but by virtue of the points already scored by the Somersets and Typhoons the game could not affect the final.

CIVIL SERVICE C.C.

ANNUAL MEETING HELD LAST EVENING.

The annual general meeting of members of the Hongkong Civil Service Cricket Club was held at the club house at Happy Valley, last evening, there being a fair attendance of members, presided over by the president of the club, his Honour Mr. Justice Wood.

The minutes of the last annual general meeting having been read and passed, the Chairman reported to the deaths of three members of the Club, Mr. R. S. Vergette, Mr. R. C. Wiltchell and Mr. P. Langan.

Of Mr. Vergette, the chairman said that their sense of loss as a club through the premature demise was not only that Mr. Vergette served many years as a member of the committee; nor yet that he had filled the offices of secretary and treasurer of the club at various times, (the duties of which offices were frequently very onerous); or that he was a prominent figure on the bowling green of the club; but that he was a more special loss to the committee in the unassuming way he did things, and his willingness to stand down and give his place to anyone whom he thought could do better than he did.

Mr. Wiltchell, continued the chairman, was one of the club's life members, having been a member for over 20 years. He believed he was right in saying that Mr. Wiltchell was one of the foundation members of the club, and in his days was one of its most distinguished cricketers and was a formidable bowler for any side to which he was posted.

Mr. Langan, the chairman next said, was also an old member, and although his duties took him to the other side of the harbour he still maintained his keen interest in the club. The speaker recalled that shortly before the war he and the late Mr. Langan, travelling third class on a cargo boat, used to exchange notes on their experiences, and a very close mutual understanding was in that way established between them.

Club Problems.

Turning to other matters, the chairman invited suggestions and questions on the financial side of the report. He commented, as regards the membership, that it was not as large as it should be, and said that what they needed was a recruiting agent with the scheme of development ahead.

The report of the 1st XI, continued the chairman, sounded like a dirge, but members must remember that philosophers never spoke highly of mere vulgar success. (Laughter).

The incoming committee would have ample financial resources to deal with any proposal as regards club extension, in the balance of \$10,000 odd carried forward to next year's account. After Mr. J. Deakin had seconded,

LAWN TENNIS.

MIXED DOUBLES AT THE KOWLOON C.C.

The United Services Recreation Club defeated the Kowloon C.C. in a friendly mixed doubles match by six sets to three. Scores:

Mrs. Beyer and E. C. Fincher (K.C.C.) lost to Mrs. Taylor and L. Goldman 2-5; beat Mrs. Miles and E. D. Lawrence 2-6; beat Miss F. Heney and G. W. Sewell 2-6.

Mrs. McCaw and J. Lay (K.C.C.) lost to Mrs. Taylor and Goldman 2-6; lost to Mrs. Miles and Lawrence 2-6; beat Miss Heney and Sewell 2-4.

Miss Heard and S. E. Green (K.C.C.) lost to Mrs. Taylor and Goldman 4-6; lost to Mrs. Miles and Lawrence 2-6; lost to Miss Heney and Sewell 2-4.

To-morrow's "At Home."

The team to represent the "Best" of the Mixed Doubles League against the Champions, at the "At Home" of the Kowloon Cricket Club which is being held to-morrow afternoon has not yet been definitely selected but two of the pairs have been named.

The match will be composed of four pairs on each side, the players to represent the Champions being as follows:—E. C. Fincher and Mrs. Beyer, S. E. Green and Miss Heard, E. F. Fincher and Mrs. McCaw, A. E. Guest and Mrs. Hambley.

For the Rest, Mr. W. Lo and Miss Erid Lo have been selected from the Chinese C.C., and G. W. Sewell and Mrs. Parsons from the Ladies' Recreation Club. The other two pairs will be selected from the Craggen-gower C.C. and the Kowloon Bowling Green Club.

The report and accounts were passed unanimously. Office Bearers.

The business of electing the new officials was then proceeded with, resulting in the following being appointed to the principal offices:

Captain of 1st XI, Mr. B. D. Evans; Vice-Captain, Mr. J. Barrow; Captain of 2nd XI, Mr. F. C. Booker; Vice-Captain, Mr. H. F. Harpen.

Cricket representative, Mr. F. H. Holdman; Tennis representative, Mr. J. A. Bendall; Bowls representative, Mr. J. Massey; Hon. Secretary, Mr. J. Deakin; Hon. Treasurer, Mr. A. Brooksbank; Hon. Steward, Mr. R. T. Taylor; Green Ranger, Mr. A. W. Grinnitt.

Seven other members were elected to serve on the General Committee. In proposing that an invitation be extended to the Hon. Mr. W. T. Southern to serve as a Vice-President of the club, the chairman said that it was three years since Mr. Southern came to the Colony, and during that period he had put himself in a position which would assure him a welcome amongst them.

Mr. Deakin seconded, and the proposal was carried with acclamation.



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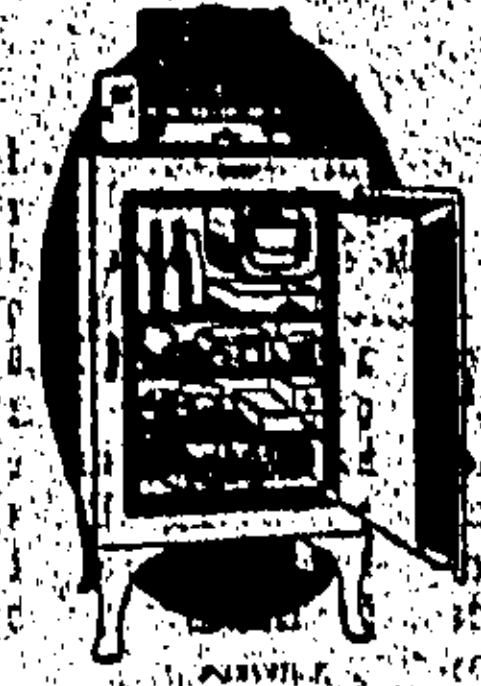
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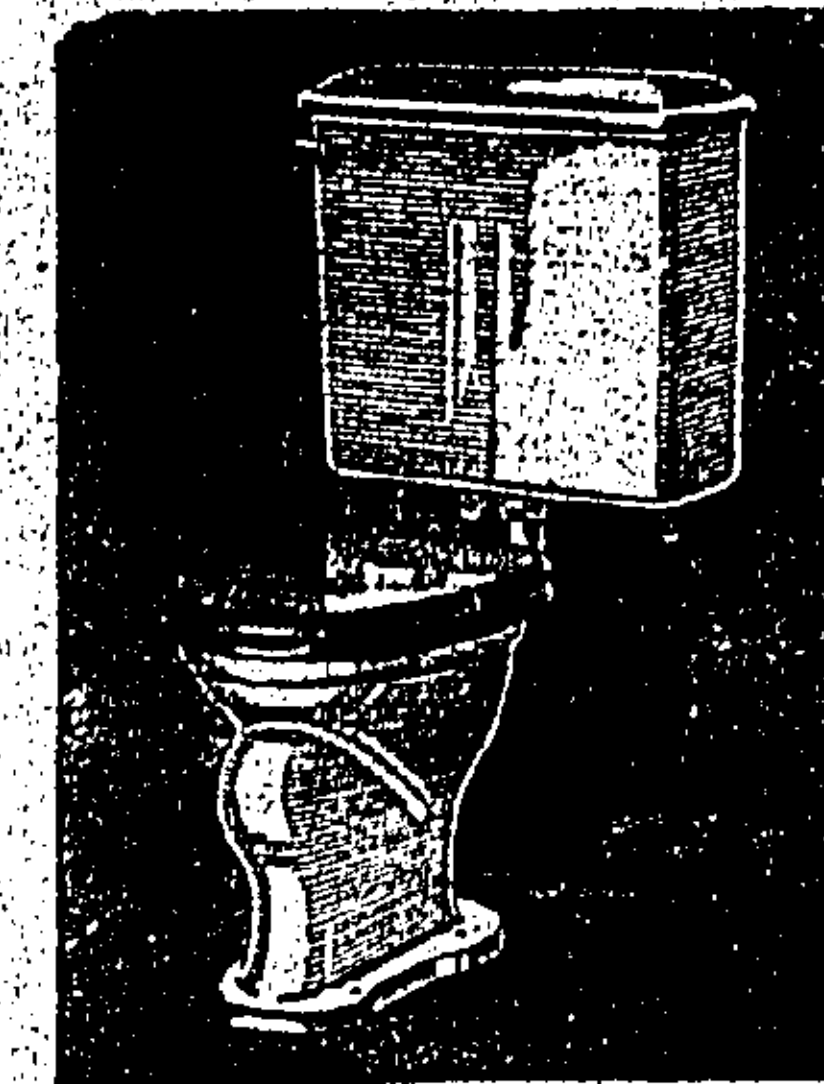


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GERMAN DIRECTOR DISAPPEARS.

NEW TURN IN INSURANCE
SCANDAL.

Berlin, Aug. 20.

The Frankfurt insurance scandal, is from hour to hour growing as fresh details of the irregularity and size of the monetary transactions are reported and confirmed.

A touch of drama has now been added to a situation which has provoked a whole crowd of creditors to exasperation. Herr Sauerbrey, a director of the Sudwestdeutsche Bank A.G., a branch concern of the Frankfurt Allgemeine Insurance Company, which has been forced to close down, has completely disappeared. Herr Sauerbrey is alleged to have led an extremely luxurious life.

Apart from the closing down of the Sudwestdeutsche Bank A.G., the Frankfurt Industrial Credit Company and the Bavarian Traffic Credit Company of Munich have both stopped payment. This unpalatable news is accompanied by other reports which bring the directors of the Frankfurter Allgemeine more and more under criticism.

Their firm is the second largest insurance company in Germany, having had an income of nearly 190,000,000 marks (29,500,000) from premiums last year; it is urged that they must have conducted its affairs with the greatest carelessness and that a number of them gained considerable personal benefit at a time when they knew that the business was in difficulties. A dividend of 12 1/2 per cent., for instance, was announced in June when the firm's obligations had already mounted to many millions of marks.

Guarantee by Ten Banks.

The concern's liabilities are estimated at 25,000,000. Frankfurter Allgemeine shares have fallen to one-eleventh of their price quoted a few days ago. That they have a price at all is due to the guarantee offer of the Allianz Company, Germany's greatest insurance company, and great banks.

Although it was reported yesterday that the Allianz guarantee offer had been accepted, this is denied to-day, and it is declared that, apart from an offer from a Swiss concern, an English group has entered into negotiations with the Frankfurter Allgemeine. The ten banks above-mentioned have decided to form a guarantee consortium, which will step any grave consequences of the collapse.

Owing to this news, the Berlin Bourse has recovered from yesterday's depression.

U.S. TARIFF CHANGES.

SOME RELIEF FOR BRITISH
GOODS PROPOSED.

Washington, Aug. 20.
A detailed study of the list of tariff changes proposed by Senate Republican members shows that on the whole Britain gains from the alterations which have been made in the House of Representatives rates. The duty on limes, against which Dominica protested, is now one cent instead of two.

The ad valorem rates on glue, against which British manufacturers protested, remains the same, but the set rate is down from 8 to 7 cents a pound. Considerable changes have been made in the House wool rates, against which the West Riding sent a protest, and on the whole, the balance of changes is in British favour.

The House ad valorem rates on artificial silk garments is reduced to 5 per cent; on cotton goods, on the other hand, increases are general.

Cornwall will be interested to learn that the rates on china clay are down from 2 1/2 dollars to 1 1/2 dollars a ton, and Redditch that the duty on fish hooks is reduced.

The increases on British garments and leather goods are not large enough to harm British sales, which are essentially quality sales, appealing mainly to the richer classes, whose main object is not to secure an article at competitive prices but an article bearing the social cachet given by its British origin. It should also be remembered that any revision of manufactured rates in the Senate is likely to be in a downward direction.

THE NEW FRENCH REMEDY
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THERAPION No. 2
THERAPION No. 3

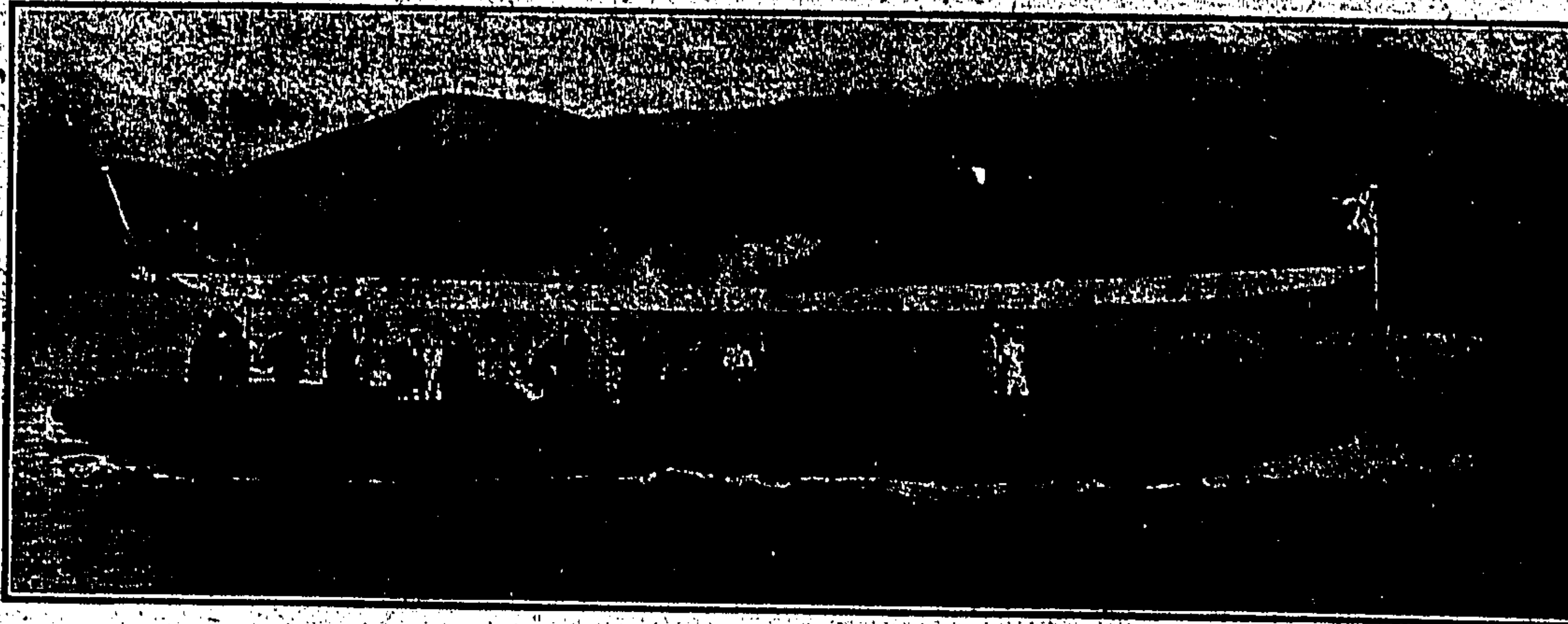
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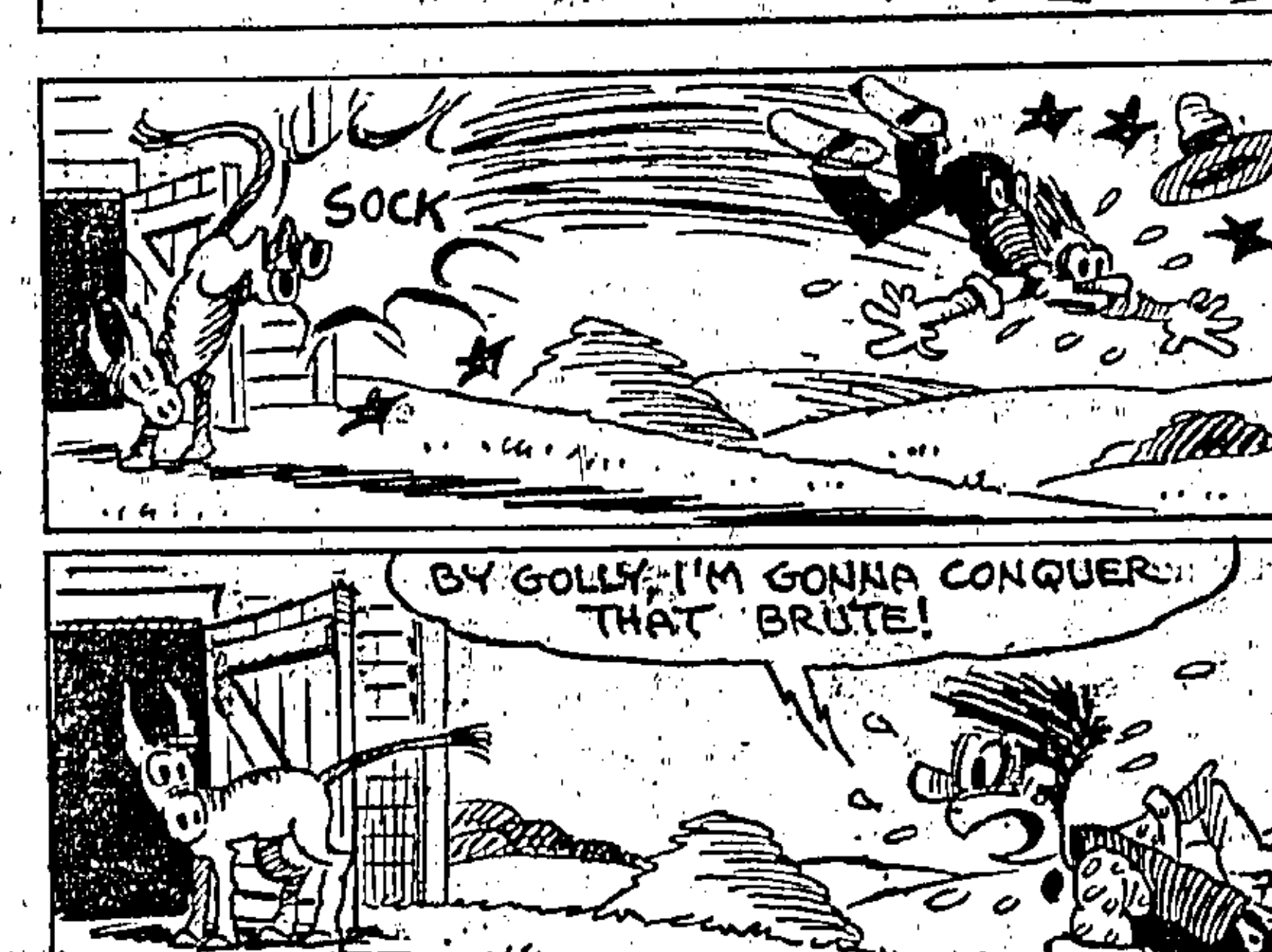
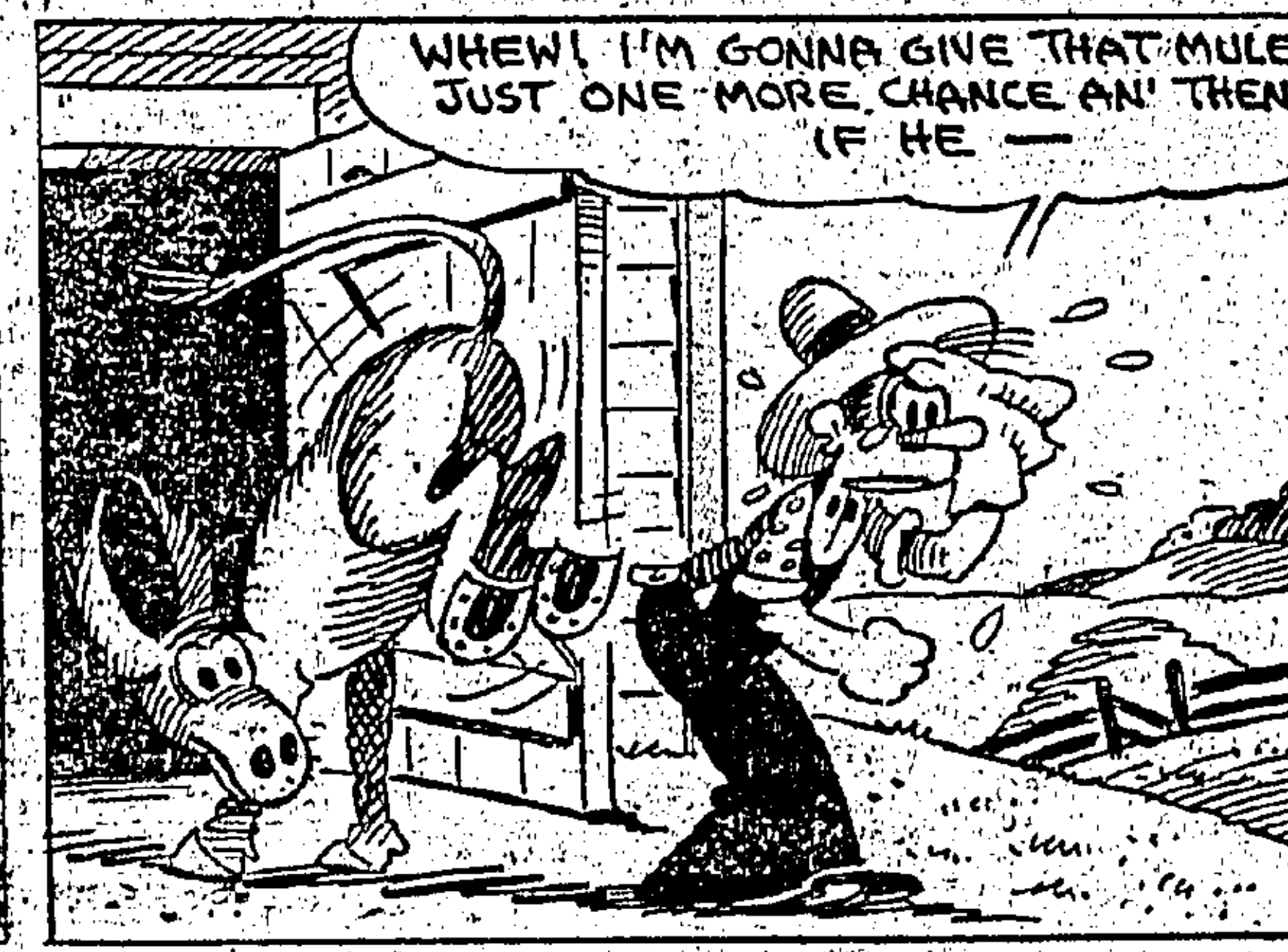
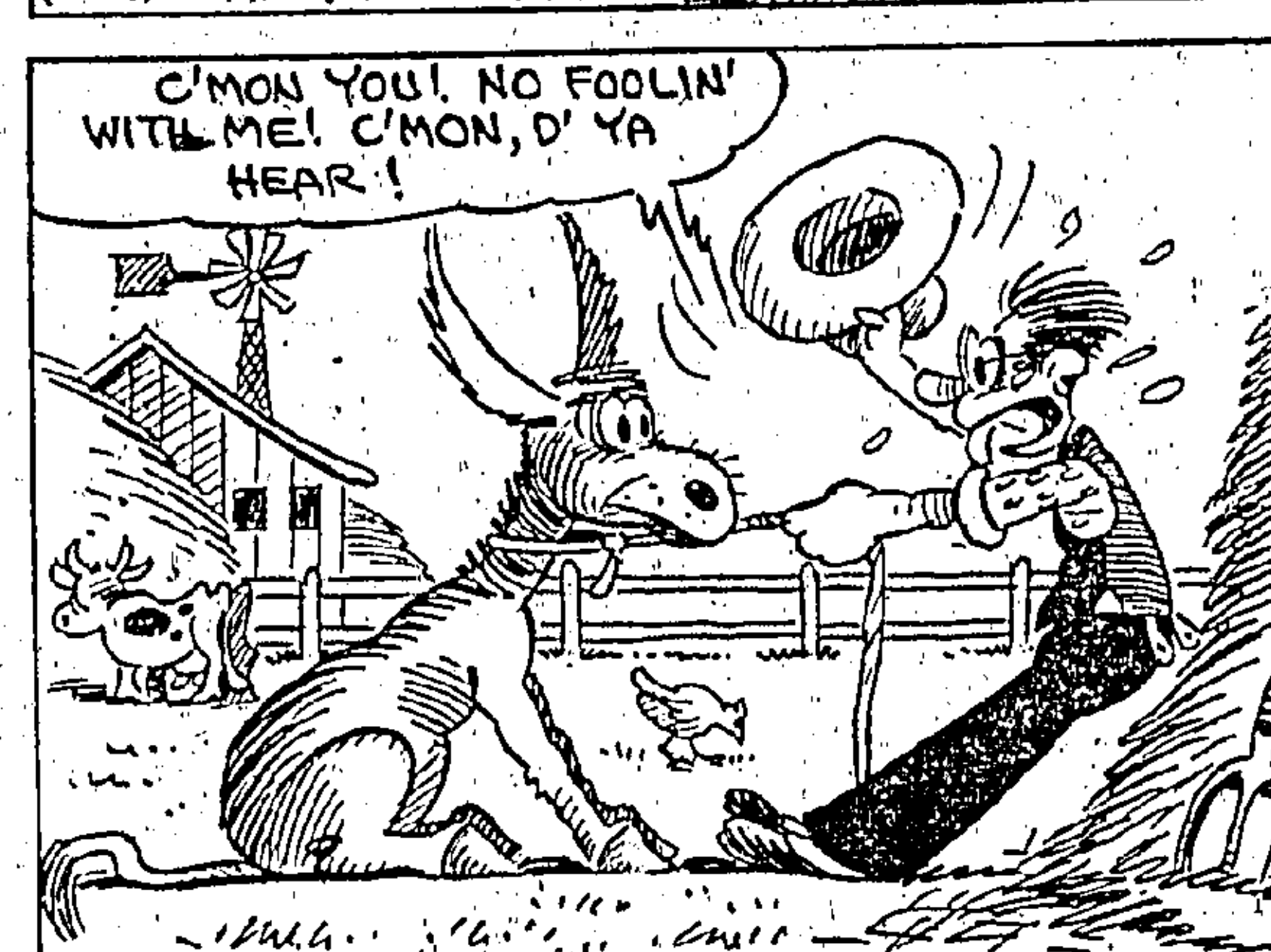
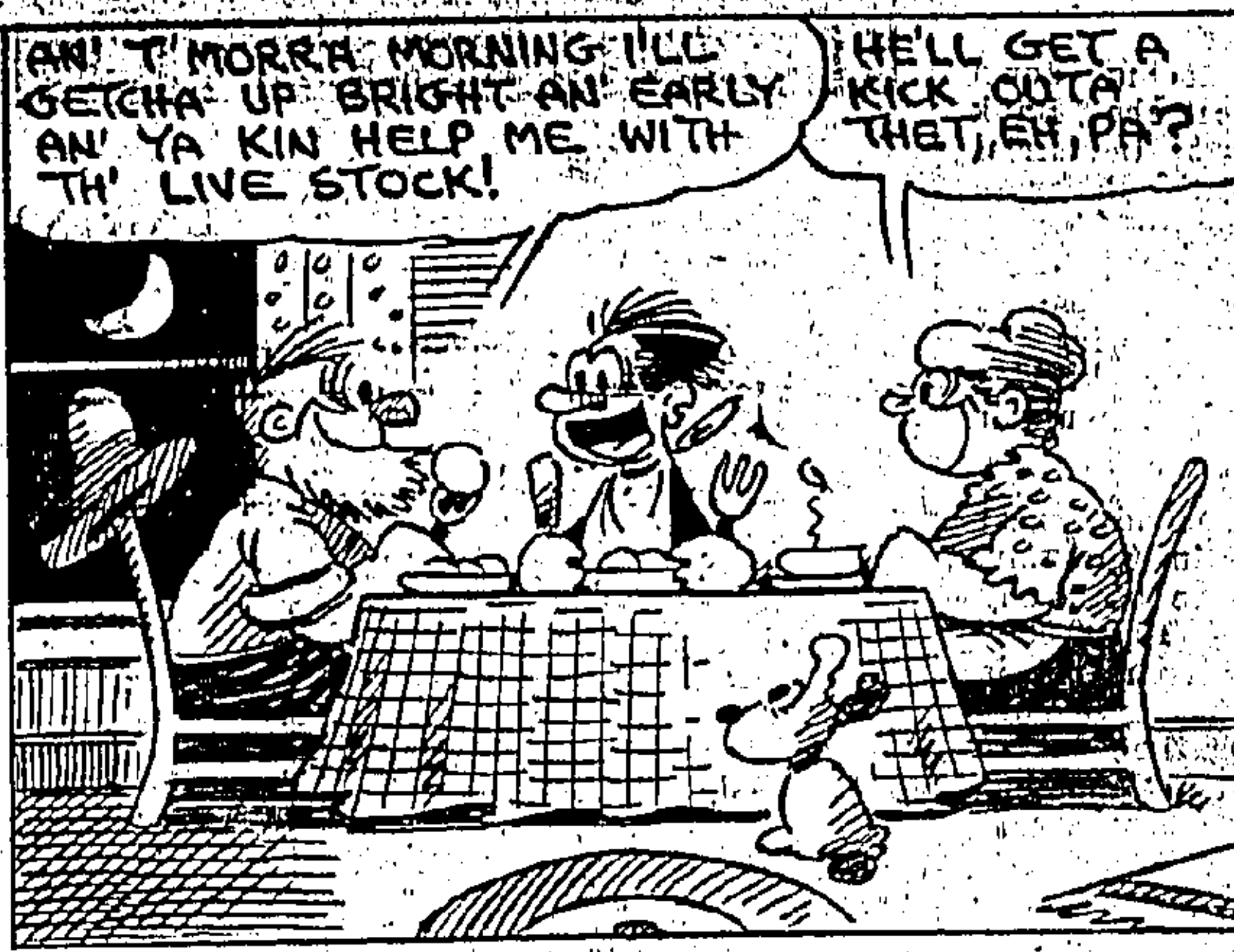
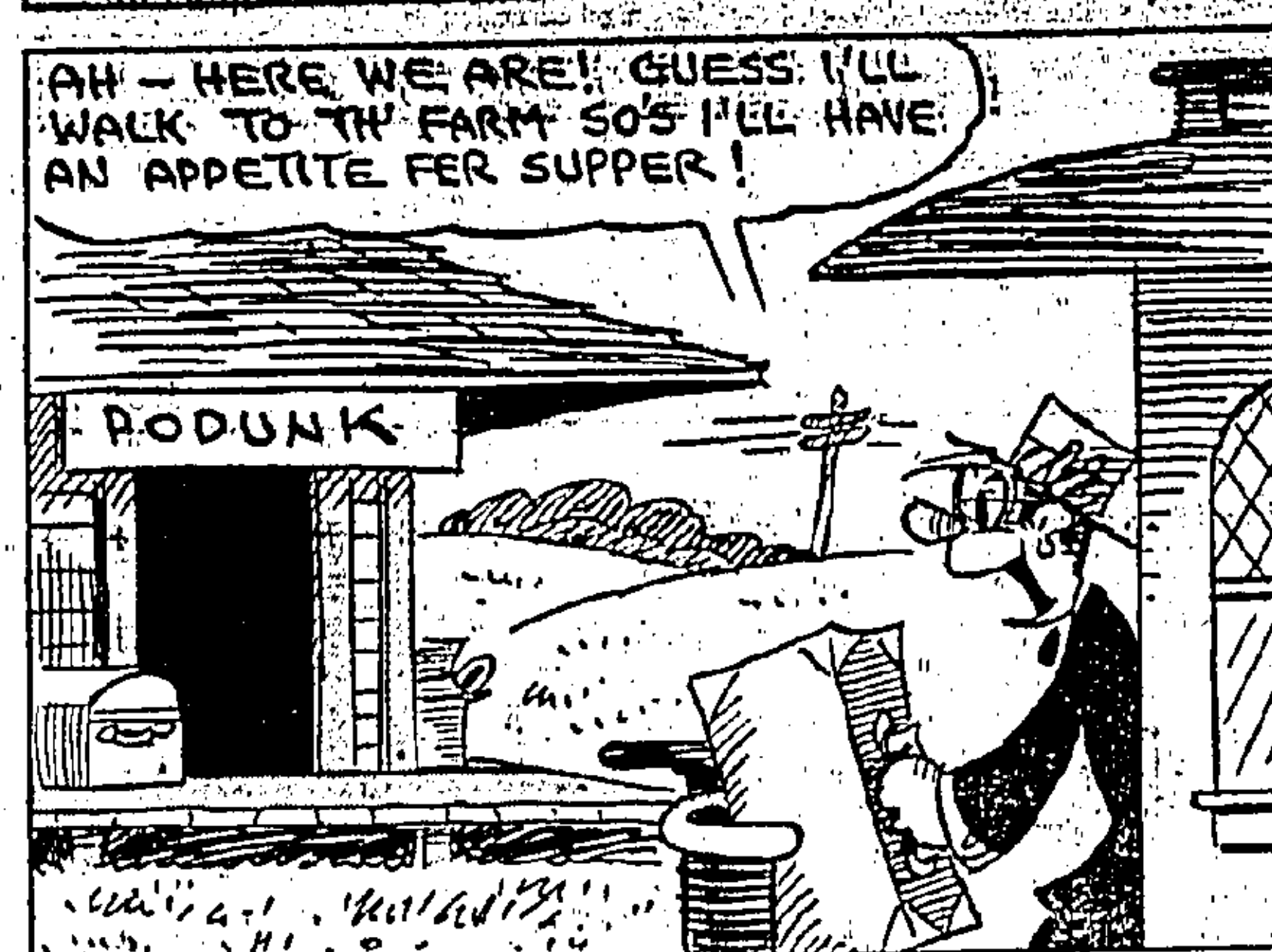
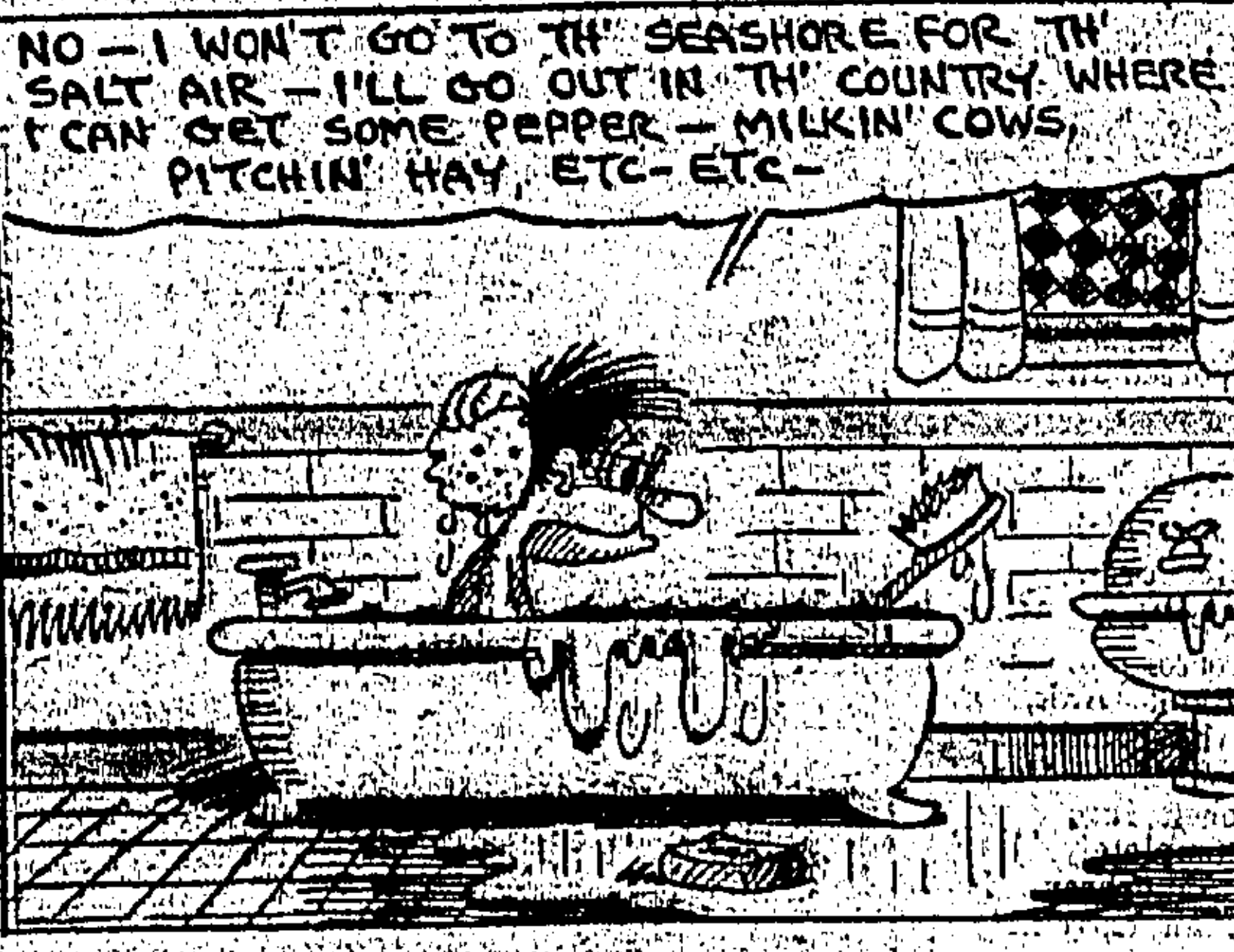
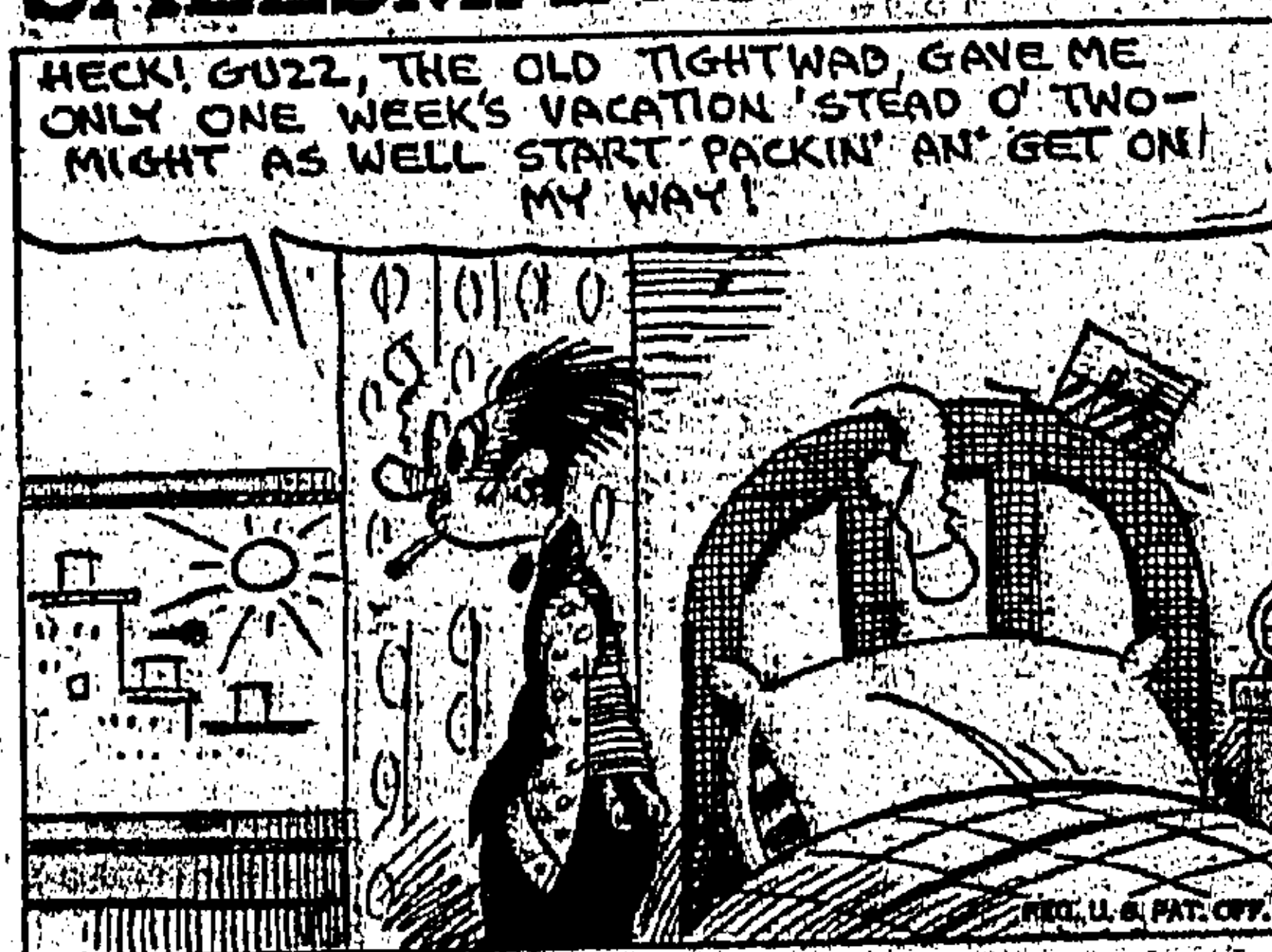
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THE EAST ASIATIC CO. LTD.
COPENHAGEN.

The Motor Vessel, "AFRIKA" having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed. No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 4th. October, 1929, 4 p.m. will be subject to rent.

All broken, damaged and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Auld on the 2nd. October, 1929, at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 7th. October, 1929, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO. LTD., Agents.

Hongkong, 27th September, 1929.

THE BEN LINE STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON, STRAITS AND MANILA. The Steamship, "BENROCH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th Sept., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 14th October, 1929, or they will not be recognised.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Sept., at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 22nd Sept., 1929.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$28 TO \$120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Taiyo Maru	Wednesday, 16th Oct.
Taiyo Maru	Taiyo Maru	Wednesday, 30th Oct.
SEATTLE, VICTORIA via Shanghai & Japan Ports	Mishima Maru	Monday, 21st Oct.
Iyo Maru	Iyo Maru	Monday, 4th Nov.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez	Haruna Maru	Saturday, 5th Oct.
Kamo Maru	Kamo Maru	Saturday, 19th Oct.
SYDNEY & MELBOURNE via Manila & Ports	Aki Maru	Wednesday, 23rd Oct.
Kaga Maru	Kaga Maru	Wednesday, 20th Nov.
BOMBAY via Singapore, Panang & Colombo	Tokoro Maru	Monday, 30th Sept.
Awa Maru	Awa Maru	Friday, 11th Oct.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama	Ginyo Maru	Tuesday, 29th Oct.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports	Hakata Maru	Monday, 21st Oct.
NEW YORK, BOSTON, HAVANA via Panama	Toba Maru	Tuesday, 1st Oct.
Lisbon Maru	Lisbon Maru	Thursday, 10th Oct.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles	Lima Maru	Saturday, 12th Oct.
CALCUTTA via Singapore, Penang & Rangoon	Genoa Maru	Wednesday, 9th Oct.
SHANGHAI, KOBE & YOKOHAMA	Tamba Maru (Mojit Direct)	Tuesday, 1st Oct.
Atsuta Maru	Atsuta Maru	Tuesday, 1st Oct.
Malacca Maru (Direct Fusan)	Malacca Maru	Saturday, 5th Oct.
Kashima Maru	Kashima Maru	Monday, 14th Oct.
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SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Chakaang	Sun. 29th Sept at 10 a.m.
	Yachang	Wed. 2nd Oct at 10 a.m.
	Kwaisang	Sun. 6th Oct at 10 a.m.
	Waishang	Wed. 9th Oct at 10 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Yuensang	Wed. 2nd Oct at 10 a.m.
	Suisang	Thurs. 17th Oct at 10 a.m.
	Kumsang	Fri. 25th Oct at 7 a.m.
	Hosang	Wed. 6th Nov at 7 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Kutsang	Fri. 4th Oct at 3 p.m.
	Namesang	Mon 14th Oct at 3 p.m.
TO SANDAKAN	Hinsang	Wed. 2nd Oct at 3 p.m.
	Mausang	Thurs. 10th Oct at 10 a.m.
TO TIENTSIN via WEI-HAI-WEI, Cheongshing & NEWCHANG	Cheongshing	Fri. 4th Oct at noon
	Chipshing	Sun. 20th Oct at 10 a.m.

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Telephone 215. Central General Managers

CHINA'S AVIATION OUTLOOK.

(Continued from Page 2.)

down enroute for petrol and oil. Secondly, there are times of the year when strong winds blow from the North for weeks at a time, the machines must have a high speed to combat this. I suggest a speed somewhere around 130 to 140 miles per hour. Thirdly, it is unreasonable to suppose that China wants to expend large sums of money on numerous types of machines, this is uneconomical, unless the amount of any one particular kind of work to be done justifies it. It follows that the machines must be capable of aerial fighting with front and back guns, bombing, and when I say bombing I mean with various weight ranges of bombs, reconnaissance work, army co-operation work, wireless work and photographic survey. In other words, the machine that will give the best results in China is of the type that is known as the General purpose machine.

Commercial Aviation.

There must be many business houses in different parts of China who frequently have to use telegrams owing to slowness of mails, and if they knew that a letter would be delivered in Shanghai 24 hours after posting in Hongkong, they would save the cost of that telegram.

It is therefore reasonable to assume that China needs commercial air lines. Is this need increased owing to any conditions peculiar to China? I contend that it is; owing to the lack of surface transport. Hongkong is fortunate in being on the coast, and having a reasonably frequent boat service to the North and South, but even Hongkong is six days from Hankow which is only 600 miles away as the crow flies. Surely a transport service that can only offer 100 miles per day to either mails or passengers should be superseded by some method more modern. Think of it, 100 miles a day and the modern air liner offers us 100 miles an hour. Hankow is within a very comfortable day's aerial travel.

Starting Air Lines.

To begin with we must investigate present methods of transportation and centres of business. Having got all our information together we take a map, and plot the proposed air lines. It is then necessary to send experts over these routes by whatever means of surface transport is available. They will eventually return and make their report.

So as not to waste time while these investigations are proceeding, the organising manager, or whoever may be in charge of developing the scheme, is negotiating with weather experts and wireless services, as these are most essential parts of a reliable and safe aerial service.

When all this has been done, the organisers are in a position to place before the Government proposals which will cover a detailed schedule of services, information as to what assistance will be required from wireless and meteorological services, and plans for establishing aerodromes at the most important places along the route with emergency landing grounds in between. It may be found that the route can best be planned to follow a river or chain of waterways and lakes, in this case the scheme becomes more simple as aerodromes and emergency landing grounds can be dispensed with, and the river used as a landing and taking off place for seaplanes or flying boats.

In these proposals will also be included details of the best types

ENGLISH LITERATURE.

PROPOSED LOCAL BRANCH OF ASSOCIATION.

His Excellency Sir Cecil Clementi, K.C.M.G., M.A., LL.D., will explain the scope of the English Association and the aims of the proposed Hongkong Branch, at the constituent meeting on Monday next. The meeting is to be held in the Cathedral Hall, at 5.30 p.m. It is hoped that those who are interested in English Literature or in linguistic questions, will turn up to the meeting, and enroll as members.

If your native language is English you will join the Association because you are interested in your noble heritage, and you may wish to preserve it from corruption or to embellish it with novelties. If your native language is Chinese, you will join the association because you have in English an international language, and a universal literature, which are of unique serviceability and easy accessibility to every enterprising Chinese in Hongkong. If your native language is neither English nor Chinese, but you find yourself for some months a resident of this colony, you will join the association because you are in circumstances to which the English language is the key and English literature the lamp.

It is difficult to imagine anything more inclusive than English literature. "Here is God's Plenty," said Dryden about the morning star of English poetry. And what he said about English literature as reviewed by Chaucer has been true right down to Chesterton. Contributed.

of machines to be used, with a clear explanation of why this particular type is the best. Details of staff will also be outlined, and last but not least, will come the estimated capital required and yearly operational costs for the proposed services. Against this, will be set off the estimated yearly income.

Government's Part.

So far I have only dealt with the operating company's part in the establishment of aerial services. The Government has a part to play, and a very important part too. They have got to lay down the Air Navigation Laws for the country. At the present time there are practically no Air Navigation Laws in China, at least I have been unable to discover any.

If all these things are done and the Government and local provincial organisations give reasonable support to the air line proposals, safe and fast aerial services can be established throughout China during the next two or three years.

All this costs money, but then China is a very large country with ample resources waiting to be developed, so there is no reason why the necessary capital should not be forthcoming. I think to start with, a company with \$20,000,000 capital would work wonders if properly administered. That is a large sum, but if my calculations are correct it is only five cents per head of the population. Also, it is certainly a far smaller sum than would be required to establish a network of railways.

It is then the Government's responsibility to make the Chinese people "air-minded." The best method of attaining this would be the establishment of flying clubs throughout China. They would have to receive Government assistance in the early years, but the results would be so well worth attaining, that the money would be soundly spent.

Just think what this would mean to China. Instead of having the

THE BOTNIA PIRATES.

CHIEF OFFICER REMOVED TO THE MOUNTAINS.

Shanghai, Sept. 27. A report from Haichow says that pirates have carried Mr. Westerheim, Chief Officer of the pirated Botnia, to a mountain temple, which the soldiers are surrounding. Fighting is still going on. Up to the present two soldiers have been killed. (It will be recalled that Capt. Haaland escaped but the Chief Officer remained in pirate hands. In our Shipping section to-day appears a letter from the Norwegian Consul on the subject. The Botnia was pirated after she went ashore near Haichow on 18th inst.)

WARWICK COMPANY.

ARRIVAL IN HONGKONG DELAYED.

Miss Ellen Dawn (Mrs. Edgar Warwick), advance representative for Mr. Warwick, arrived yesterday to arrange for the season here of the splendid revue company which Mr. Warwick is bringing to Hongkong. Mrs. Warwick reports that the company will not be here as soon as expected, owing to extensions of their seasons elsewhere and owing to shipping difficulties. Instead of opening on the fifth prox., the company will be here on the tenth and will probably play a week.

Mr. Warwick is bringing an entirely new aggregation, including articles with very high reputations in London. The first offered is "light" "all for fun" being the company's motto. The season should offer welcome entertainment to a summer-jaded community.

slowest communications in the world, she would have the fastest. For air lines would open up her interior from which unlimited exports could be obtained, her revenue would be increased, and instead of being in the financial difficulties she is at present, prosperity would be the order of the day.

Proposed Routes.

Following the use of aircraft, would come her aircraft industry, which today is non-existent, except for two or three Government factories which only turn out one or two machines a year. Thousands would find lucrative employment and by their work would make work for many more.

I am of the opinion that aerial services should be started from South to North, starting from Hongkong or Canton, the Hongkong line would naturally follow the coast ports and would undoubtedly use seaplanes or large flying boats; the one from Canton should go northwards to Changsha, Hankow, Nanking. Extensions of this line should still proceed northwards, through such places as Kaifeng, Peking to Peking, whilst an extension could be made from Nanking via Tsinan, Tientsin to Mukden.

By this means the North would be brought within a day or two of the South, and resulting from these improved communications would be a better understanding amongst all concerned.

When these South to North lines are soundly established, which they could be within a year or two, branch lines could be opened, which would act as feeders to the main lines.

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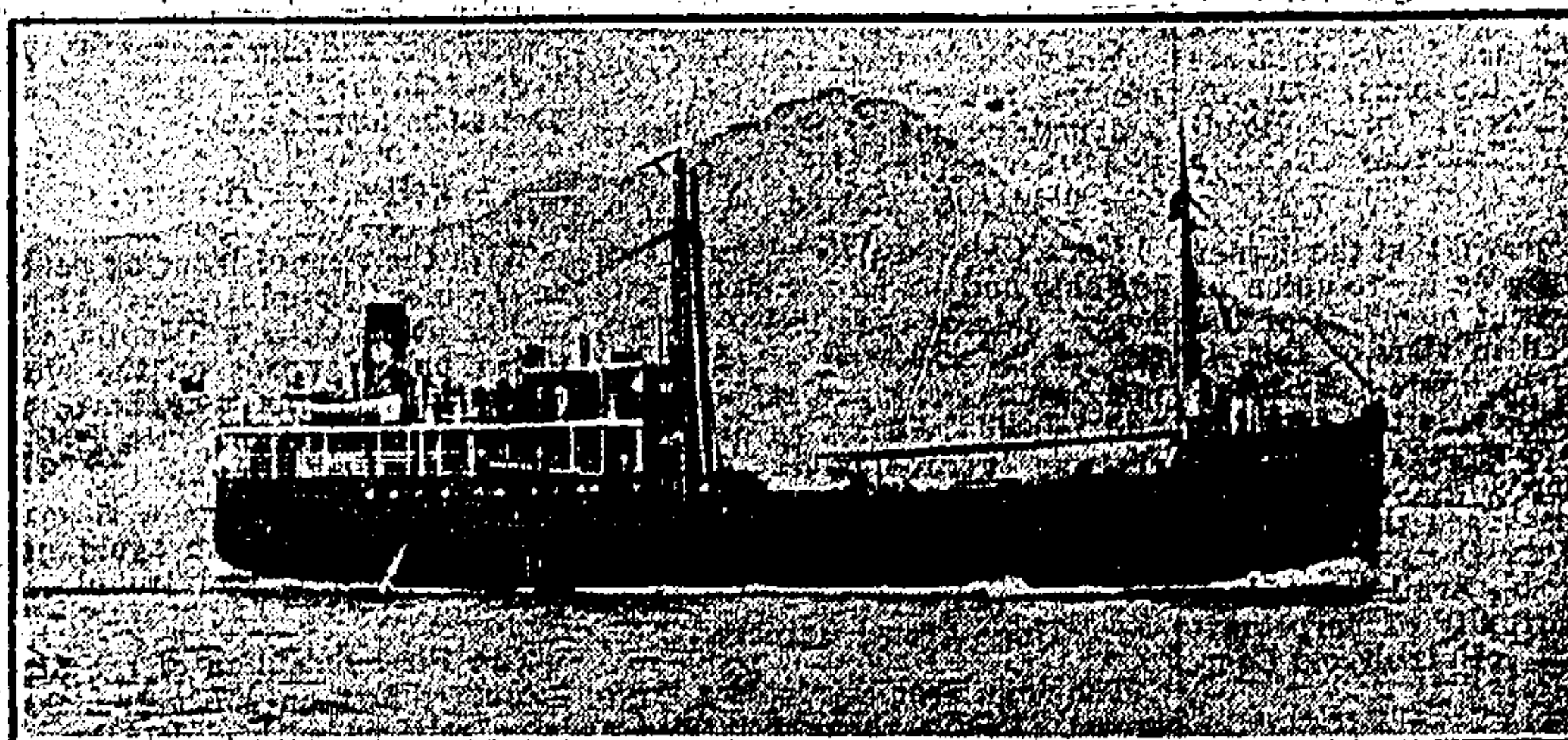
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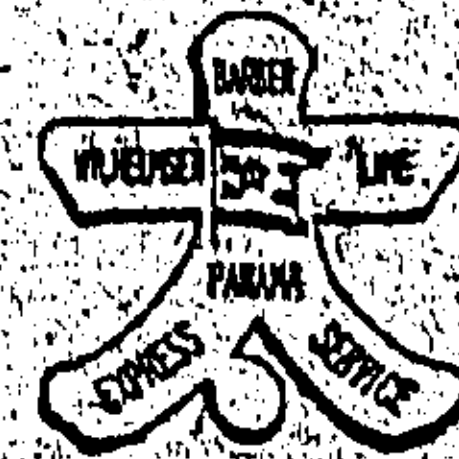
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STEEL TWIN SCREW MOTOR VESSEL.

Dimensions:—155' 0" B.P. x 35' 0" x 18' 6" Mid. B.H.P. 480. Speed 10 knots. D.W. 845.

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S. S.	Tons	From Hongkong (about)	Destination
*KARMALA	9,128	12th Oct.	M'ss, L'don, Hull, B'dm & A'werp
*MIRZAPUR	6,715	16th Oct.	Straits, Colombo & B'bay
*KALYAN	9,144	26th Oct.	M'ss, L'don, Hull, B'dm & A'werp
*NAGPORE	5,283	2nd Nov.	M'ss, L'don, Hull, B'dm, & A'werp
*MAEDONIA	11,120	9th Nov.	M'ss & London
*Cargo only			*Calls Caba Blanca. *Calls Karachi.

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TALAMBA	8,018	24th Oct.	S'pore, Penang & Calcutta
TAKADA	6,949	6th Nov.	S'pore, Penang & Calcutta
SHIRALA	9,841	8th Nov.	S'pore, Penang & Calcutta
TALMA	10,000	18th Nov.	S'pore, Penang & Calcutta
		8th Dec.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*ST. ALBANS	4,500	4th Oct.	Manila, Sandakan, Thure
NELLORE	6,853	1st Nov.	Island, Townsville, B'bane
TANDA	6,956	29th Nov.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Kobe, Cebu, Kinkabutan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.; The P. & O. Royal Mail Steamers to London via Suez Canal; The P. & O. Branch Service of Steamers to London via the Cape; The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	2 Oct. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka
DELTA	8,097	7th Oct.	S'hai, Moji, Kobe & Yok
ARAFURA	5,000	8th Oct.	Moji, Kobe, Osaka & Yok
TAKADA	6,949	12th Oct.	Amoy, Moji, Kobe, Yok & Osaka
MASEDONIA	11,120	12th Oct.	S'hai, Moji, Kobe & Yok
*KIDDERPORE	5,334	16th Oct.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 11 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

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Fare Hongkong to London \$82.

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Motor Vessel	"GLENLUCE"		30th Oct.
Motor Vessel	"GLENBEG"		27th Nov.
Steamship	"GLENIFFER"		25th Dec.
			TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.
Steamship	"GARNARVONSHIRE"		27th Sept.
Motor Vessel	"GLENBEG"		12th Oct.
Steamship	"FEMBROKESHIRE"		25th Oct.
Steamship	"GLENIFFER"		28th Oct.
Steamship	"RADNORSHIRE"		25th Nov.

For freight, passage and further particulars, apply to:

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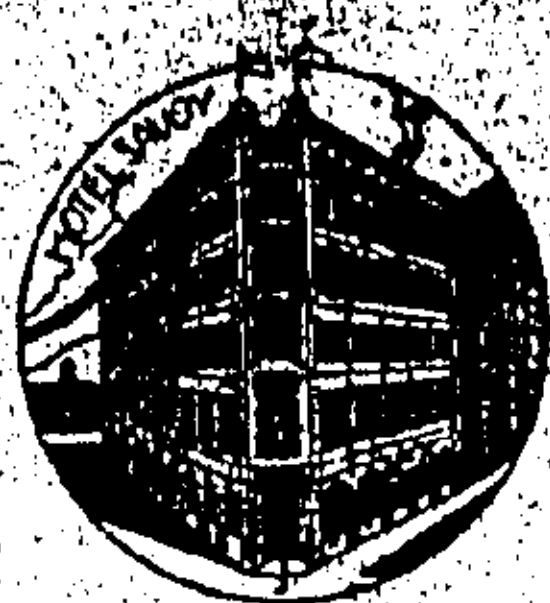
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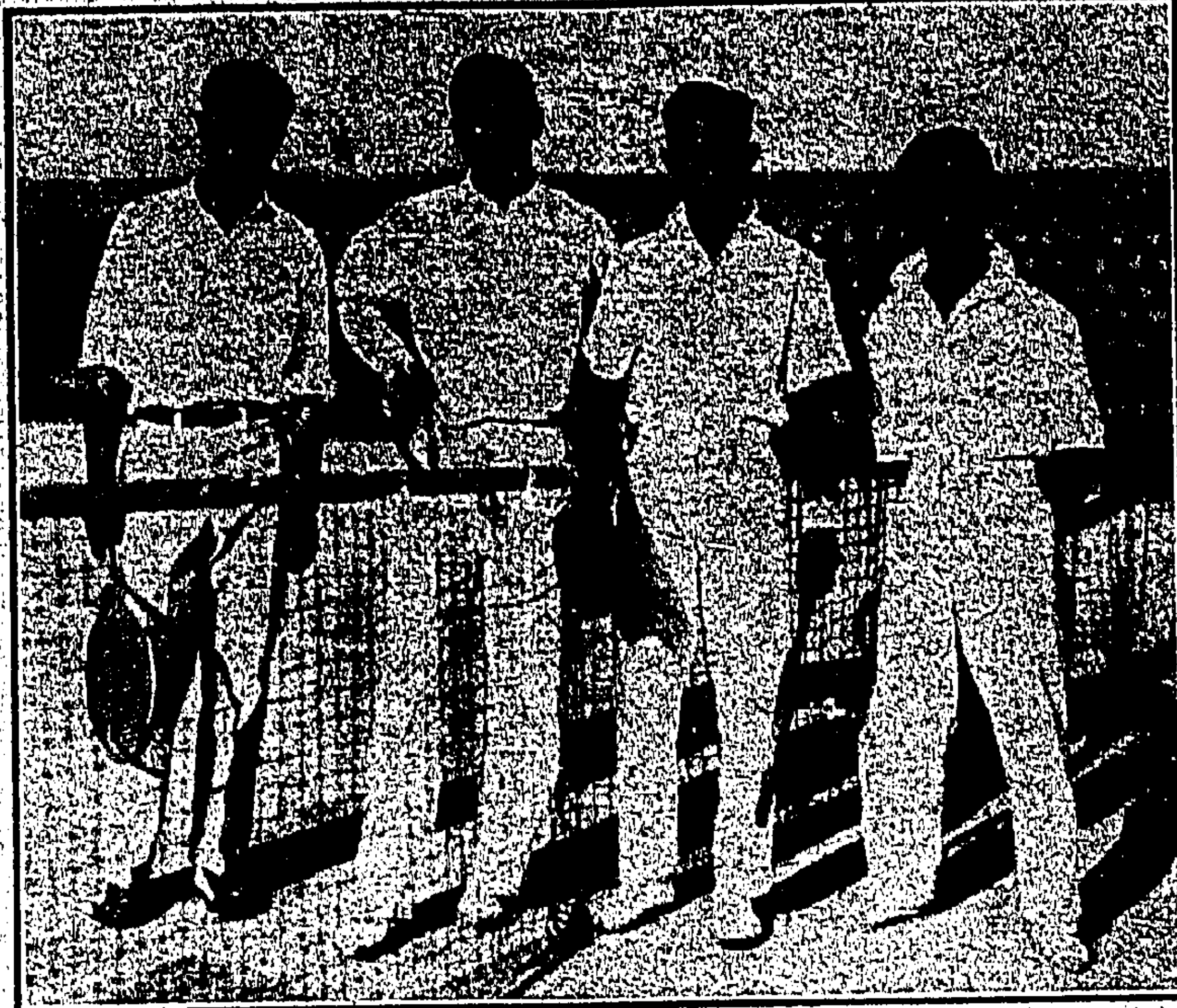
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Hawking.

LOCAL CHAMPIONS BEAT MALAYA PAIR.



Above are seen S. A. and H. D. Rumjahn, the Colony's champions, with Lim Bing-so and John Lim, the Malaya pair, who met in the final of the doubles contest in connexion with the China Athletic Association's tennis tourney. The Hongkong couple won by three sets to one after a keen match. (Photo: Mee Cheung).

KIUKIANG SCANDAL COMMENT.

CHINESE PRESS MINIMISE
THE AFFAIR.

FACTS DISTORTED.

Canton, Sept. 27.
The extraordinary facility of the Chinese press for turning any incident to the advantage of the Chinese is illustrated in the comment, on the Kiukiang affair in which a Russian subject, Mr. Anderson, an officer of the Chinese Maritime Customs, was sentenced to two years' imprisonment by the Chinese court for supposedly accepting bribes from opium smugglers.

The Canton papers of yesterday printed a long message from the Kuo Min News Agency in which it was stated that many foreigners in Kiukiang have tried to interfere with the authorities there merely to "save face". The agency says it was very fortunate under the circumstances that the Chinese court remained firm, otherwise Anderson might have got off with a light sentence.

News from Kiukiang states that Anderson was sentenced by the court after a statement by the prosecution; no witnesses were called, and no statement allowed for the defence.

The Chinese press here reports that Anderson was only sentenced after a long and detailed trial, during the course of which he fully admitted the offence.

The newspapers further state that foreigners are trying to cause an unnecessary fuss over this affair to hold up as an example every time the question of extra-territorial rights is brought up.

Anderson will be remembered by many residents in Canton, having served here in 1925-1926 in the C. M. Customs.—Our Own Correspondent.

SCOTTISH CO. OF H.K.V.D.C.

ARRANGEMENTS FOR THE
HALLOWEEN DINNER.

At a recent meeting of the Scottish Company of the H.K.V.D.C. it was decided to celebrate Halloween in the usual way, by having a dinner at Corps Headquarters on Thursday October 31st.

It was suggested that the dinner be looked upon as a re-union of past and present members of the Company, and in view of this, it was decided to invite past members to participate in this function as though they were members, with the privilege of inviting guests. It is hoped that all past members of the Company, now in the Colony, will avail themselves of this opportunity of perpetuating the spirit of their old Company.

Uniform will be worn by officers only, other members adopting dinner dress instead of the conventional uniform as on past occasions.

Arrangements are now in hand, and to facilitate the work, it is requested that reservations be made as early as possible, by applying to the Hon. Secretary, Mr. A. N. Braude, H. K. Telephone Company.

ARMED RIOTS AT MANILA.

MILITARY & POLICE
CALLED OUT.

FULL STORY OF AFFRAY ON
MILITARY PIER.

FREE USE OF KNIVES.

Manila papers to hand give detailed accounts of the armed riot which occurred last week at the British tanker Tascallusa, chartered by the Standard Oil Company, was unloading oil at the No. 1 pier, which is Army property.

The melee resulted in turning out a battalion of the 31st Infantry, a special detachment of military police, and all available police reserves from the Luneta and Meisic stations, armed with riot guns, gas masks and other accoutrements of warfare.

The injured were:

George Brown, special police, Pier 1; cut above the ear and possibly seriously injured by a blow on the spine.

Juan Macaraig, customs guard, stabbed in the arm and leg.

K. J. Wiesbecker, watchman No. 1, Q.M.C.

Felix Raymond, customs inspector.

Five Chinese, members of the Tascallusa's crew: Lou Ching-chow, Ah Hai, Chang Ah-zee, Ah Wang, and Sang Wo-ling, taken to the Philippine General hospital.

Nine Arrests.

Nine Chinese were arrested and taken to the Luneta police station for grilling, along with some of the ship's officers and other witnesses.

The affair, one of the most serious on police records, started when a Chinese member of the tanker's crew started down the gangplank to go ashore. Chinese seamen are not allowed ashore without passes. He presented a pass to Macaraig, the customs guard at the gangplank. The pass was dated the day before, and Macaraig refused to let the man pass.

Hot words ensued, and the Chinese was pushed back on the ship. Shipmates came to his assistance and they rushed the gangplank. The fight then started.

More Chinese poured out from the ship and assistance came from every side at the pier. Brown, the special police on guard at the pier, entrance, came rushing up and joined the fray, as did other customs guards. First fighting, hair pulling, knife work, general utility of anything that came in handy was in order in his fight.

Huge Crowd Gathers.

The noise soon attracted a large crowd. People thought it was a fire. Fortunately there were a few tons of one-inch bolts about 20 inches long lying open on the pier, so there was plenty of ammunition for everybody.

Most of the wounds inflicted were said to be from the liberal use of these, which made them handy clubs.

There were 60 Chinese members of the crew, altogether who are

SNATCHER GIVEN MAXIMUM.

CAUGHT AFTER VICTIMISING
TELEPHONE GIRL.

CLEVER TRICK FAILS.

A Chinese pleaded guilty to a charge of snatching a handbag from Miss Veronica Lee, a telephone operator, at Wanchai Road last night, and was sentenced by Mr. E. W. Hamilton this morning to the maximum sentence of a year's hard labour, in addition to a flogging.

It was stated that after snatching the bag, the thief ran up to the first floor of a house in Tai-yuen Street, where he was later found by his pursuers sitting with apparent unconcern on a chair in the sitting room.

Undaunted, Miss Lee and a Chinese constable made a thorough search of the premises and at length found the handbag concealed under an ash bin on the landing. The contents of the bag were found to be undisturbed.

The representatives of the vernacular newspapers in Court were asked to give the fullest publicity to a warning that in future such offenders will be punished with the utmost rigidity of the law upon their appearance before the Court.

Major Clarence H. Tingle, Assistant Superintendent of the Army Transport Service, was in the thick of the fight. When Brown, an old-timer in the Philippines, fell with his head split open, Tingle was on the spot and was reported to have warded off a blow aimed at Brown which probably would have killed him. Major Tingle emerged from the fray without a scratch.

The Chinese steward on the ship was credited with being the only one to give assistance to Major Tingle in quelling the disturbance.

John Storm, first officer of the Tascallusa, and her master, P. W. Troot, told the police all they knew about the disturbance.

Police and Military.

With the view of insuring peace on the pier Colonel Gregorio Alcid, acting police chief of Manila, detailed police guards on the pier. Hereafter persons who have no business on the pier will not be allowed to loaf around the premises. This is necessary, according to Chief Alcid, to avoid unnecessary crowds and trouble in the pier.

The First Battalion of the 31st Infantry, first on the scene, was later relieved with a detachment from the second battalion from Estada Mayor, and the military police were put in charge of the situation, supported by the detachment of the second battalion. Both units remained on duty throughout the night.

[A telegram since received states that nine of the Tascallusa's crew were fined 20 pesos each for disturbing the peace.]



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